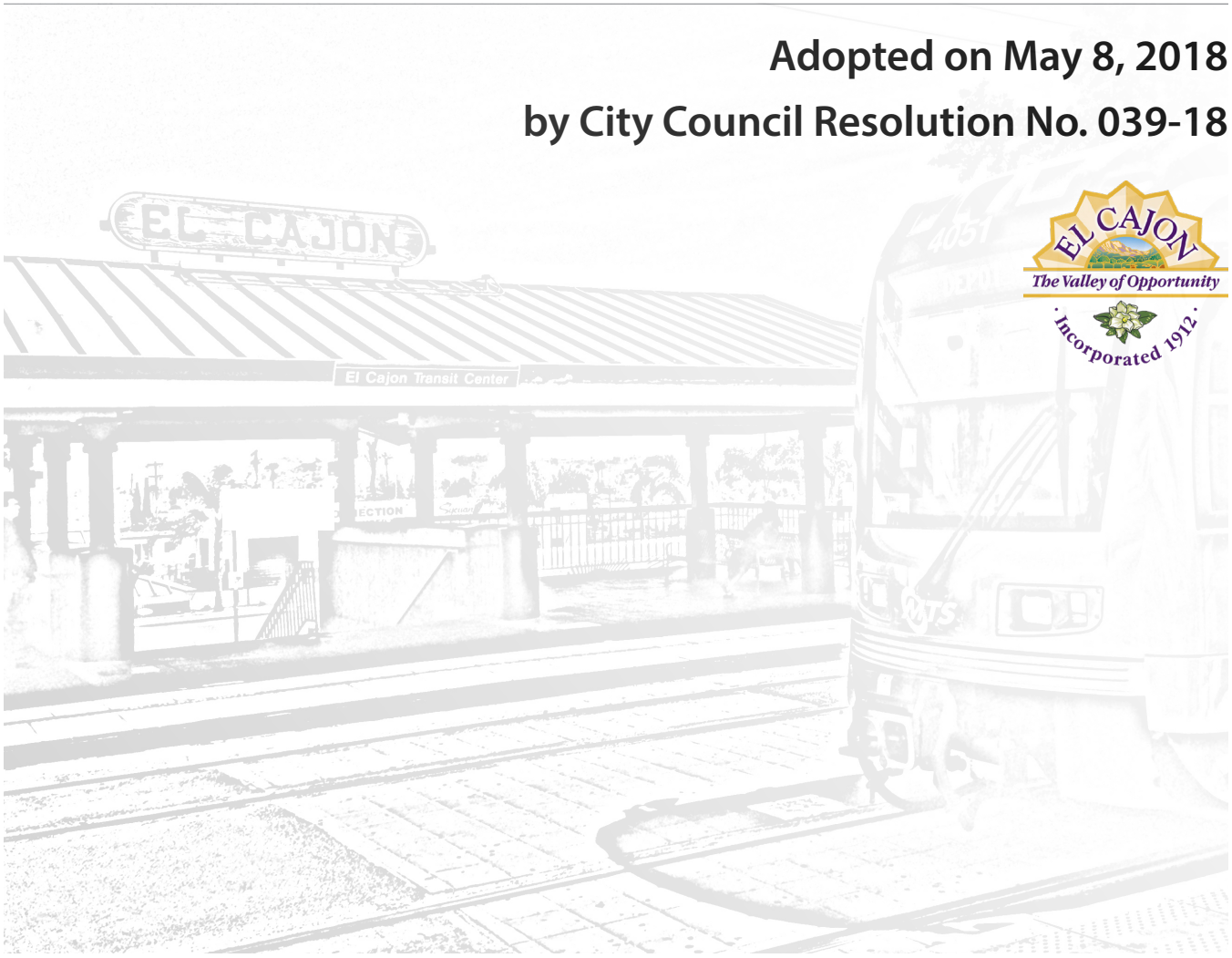
The City of El Cajon

TRANSIT DISTRICT
SPECIFIC PLAN

Adopted on May 8, 2018

by City Council Resolution No. 039-18



Acknowledgments

City Council
Bill Wells, Mayor
Gary Kendrick, Mayor Pro Tem, Councilmember
Steve Goble, Councilmember
Ben Kalasho, Councilmember
Bob McClellan, Councilmember

Planning Commission
Darrin Mroz, Chair
Paul Circo, Vice-Chair
Veronica Longoria
Anthony Sottile
Jerry Turchin

City Manager's Office
Douglas Williford, City Manager
Graham Mitchell, Assistant City Manager

City Staff
Anthony Shute, Director of Community Development
Melissa Devine, Project Manager, Senior Planner
Dirk Epperson, Director of Public Works
Yazmin Arrellano, City Engineer
Mario Sanchez, City Traffic Engineer
Raul Armenta, Associate Engineer
Tim Williams, GIS Analyst
Lorena Cordova, Associate Planner

Community Members
Many thanks to all the community members who attended the community workshops and participated in the development of this plan. A special thank you to working group members: Carol Lewis, Jane Osborne, Mark McCumsey, Adam Spirz, Laverne Brown, Bill Lewis, Gabe Rus, Pam Parker, Anita Grace, and Mohammed Tuama for all the time and energy you put into this plan. Thanks as well to the El Cajon Newcomers Resident Leadership Academy.

Consultant Team
Latitude 33 Planning & Engineering
M.W. Steele Group
Chen Ryan Associates
Recon Environmental
Schmidt Design Group, Inc.
Keyser Marston Associates, Inc.
Circulate San Diego

This project was funded by a TransNet Smart Growth Incentive Grant.

Table of Contents

List of Figures

01

1.1 SCOPE

The Transit District Specific Plan (TDSP) provides the framework for future development of a 259-acre district within the City of El Cajon. The Specific Plan, which has been developed in accordance with existing environmental conditions, City planning policies, input from City staff, decision-makers, community members, and landowners, provides a comprehensive land use program and design guidelines for the area along with goals and policies to guide the future public and private actions relating to the area's development. In addition, the Specific Plan includes a strategy for its implementation and mechanisms to ensure that development proposed by area landowners will be coordinated and will meet the intent of the Plan.

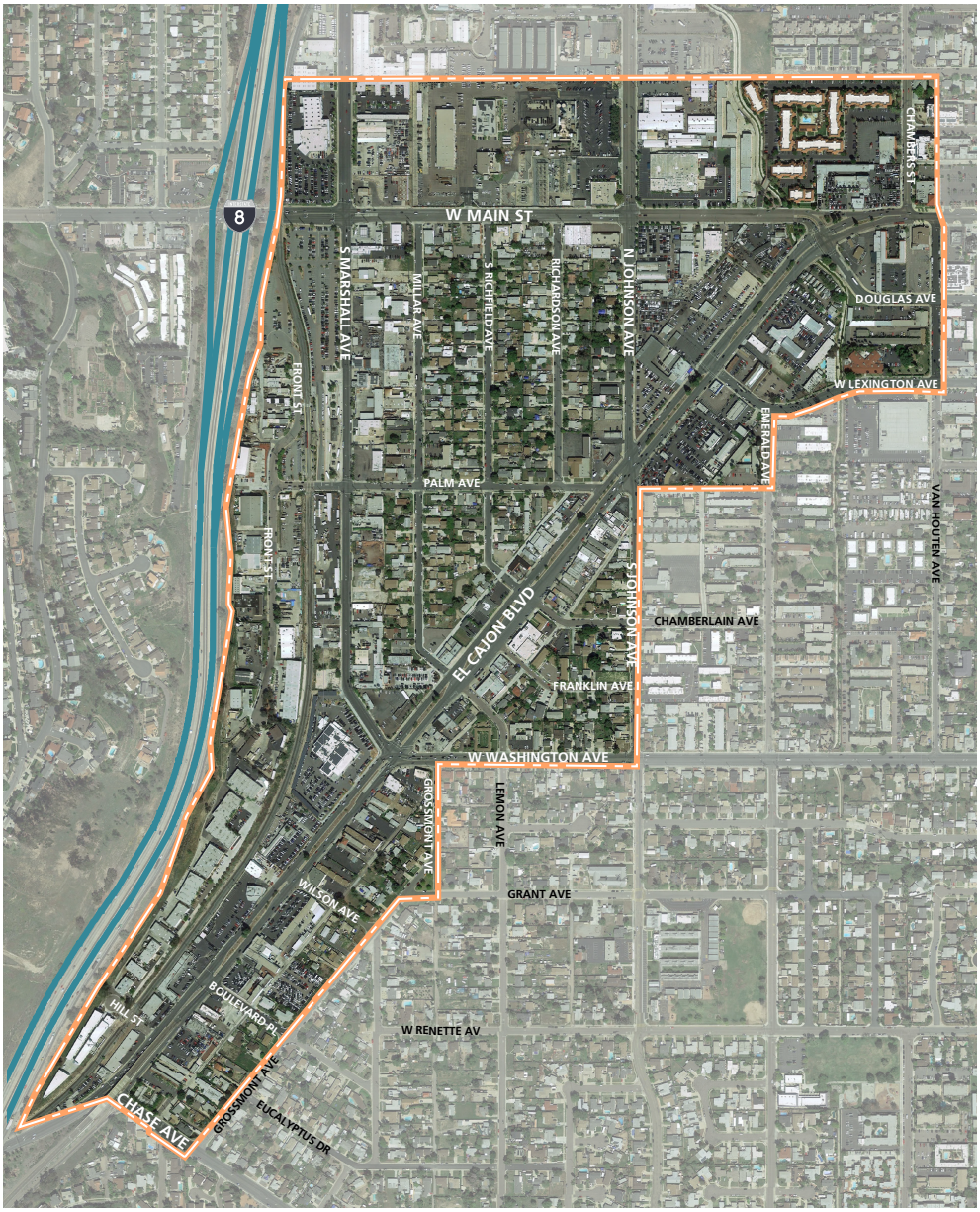


Figure 1 - Scope of Work

TRANSIT DISTRICT
SPECIFIC PLAN

1.2 PURPOSE & GOALS

The Transit District Specific Plan's purpose is to provide a guiding policy document to support transit-supportive land uses, improve mobility options, and provide an enhanced public realm.

The Key Goals of the Specific Plan are:

+ Establish a mix of transit-supportive land uses that increase housing opportunities and enhances transit ridership;
+ Improve the safety and comfort of the mobility corridors for pedestrians and bicyclists to increase the number of trips made by foot and bicycle to and from the transit station;
+ Spur revitalization of the area through public and private investment;
+ Enhance the public realm;
+ Advance public health and sustainability through a coordinated land use and mobility framework;
+ Highlight neighborhood identity; and
+ Remove barriers to smart growth development.

1.3 AUTHORITY TO PREPARE

The City of El Cajon has determined that a Specific Plan is the appropriate planning mechanism to guide long-range development of the Transit District. A Specific Plan is a planning and regulatory tool made available to local governments by the State of California. By law, Specific Plans are intended to implement a city or county's general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the general plan and individual development projects. As vehicles for the implementation of the goals and policies of a community's general plan, State law stipulates that Specific Plans can be adopted or amended only if they are consistent with the jurisdiction's adopted general plan.

The Transit District Specific Plan is enacted pursuant to Sections 65450 through 65457 of the California Government Code, which authorizes local governments to prepare and adopt Specific Plans. The Specific Plan is adopted by the City Council and establishes the zoning regulations for land use and development within the Specific Plan area.

1.4 RELATIONSHIP TO GENERAL PLAN

The Transit District Specific Plan and the City's General Plan, provide a framework that will guide future land use and development in the Transit District. This Specific Plan is consistent with and serves as an extension of the El Cajon General Plan, which will provide both policy and regulatory direction. When future development proposals are brought before the City, staff and decision-makers will use the Specific Plan as a guide for project review. Projects will be evaluated for consistency with the intent of Specific Plan policies and for conformance with development standards and design guidelines. For projects within the Transit District, the Specific Plan's policies and standards will take precedence over more general policies and standards that are applicable to the rest of the city. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing policies and standards of the City's General Plan and Zoning Code will continue to apply.

1.5 ENVIRONMENTAL REVIEW

The Transit District Specific Plan constitutes a "project" under the California Environmental Quality Act (CEQA), and thus must be evaluated for its potential to create adverse environmental effects. Consistent with CEQA requirements, an Environmental Impact Report (EIR) has been prepared that assesses the potential direct and indirect environmental impacts associated with the physical changes proposed in the area.

The environmental review of the Specific Plan is also intended to streamline the processing of future projects that are consistent with the Specific Plan. If, when considering subsequent development proposals, the City determines that the proposed development will not result in new impacts or require additional mitigation, the City may approve the project without additional environmental review. Or, if there are significant changes proposed to the approved Specific Plan that the City concludes may result in new impacts, any additional environmental review need focus only on those areas affected by the change.

1.6. SEVERABILITY

All regulations, conditions, standards and guidelines contained in this Specific Plan shall be deemed distinct and independent provisions of the Specific Plan. If any section, clause, phrase or portion of this document is for any reason determined to be invalid by the decision of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

1.7. ADMINISTRATION AND REVIEW PROCESS

The standards and other requirements of this Specific Plan shall be administered and enforced by the City of El Cajon in the same manner as the provisions of the Municipal Code. Unless specified otherwise, where the provisions contained herein differ from those in the City of El Cajon Municipal Code, the provisions of this Specific Plan shall take precedence.

1.8 COMMUNITY OUTREACH PROCESS

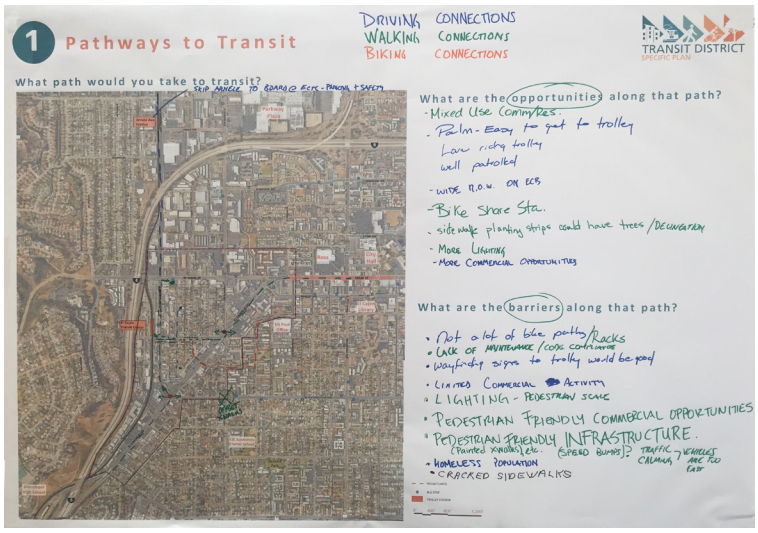
Gathering input from the neighbors, landowners, residents, business owners, stakeholders, and the community at large is integral in developing a specific plan that addresses the needs of the community. The outreach process included two public workshops, four working Group meetings, pop-up outreach, intercept surveys, and public hearings.

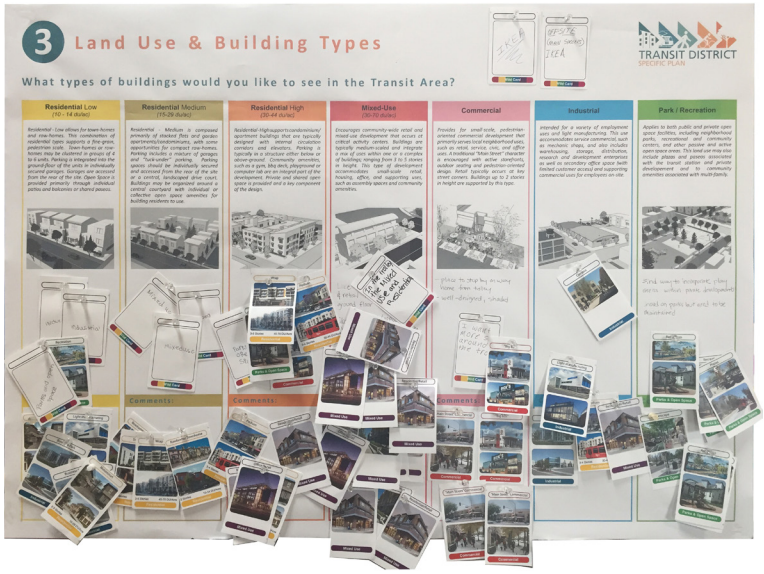
In general, stakeholders expressed their concerns with neighborhood blight, safety, and challenges with the homeless population in the area. There was a feeling that more can be done to make the transit station an attractive area and provide an active retail "village" experience that is missing in this part of El Cajon. Several individuals had suggestions for how to alleviate these issues and improve the area by adding more active uses, mixed-use development with shop keeper units on the ground floor and residential above, added trees and vegetation, and enhancing bicycle and pedestrian connections. There was also interest in increasing and diversifying residential units, supporting and enhancing the automobile dealerships and adding roundabouts on El Cajon Blvd. The Working Group also believed that focusing development intensity along the transit station and key nodes in the community was a better strategy than spreading it across the entire planning area.

The following represents some of the key themes derived from the outreach process:

- **Strengthen pedestrian connections to the transit station (especially along Palm Ave.)**
- **Add more trees and vegetation**
- **Increase safety and add traffic calming**
- **Add open space/parks within new developments**
- **Increase pedestrian and bike facilities**
- **Add public art, lighting, trash cans, shade/ trees, public restrooms**
- **Improve the area immediately across the street from the Transit Center with addition of mixed-use, commercial uses and a market near the station**
- **Increase residential uses next to transit and jobs**
- **Enhance the streetscape, add parking and add roundabouts at key intersections**
- **Support and recognize auto-dealerships as an economic driver**
- **Address concerns about homelessness and safety**
- **Address challenges with some properties that might not turn over in the near-term, especially properties that are at key nodes in the community**
- **Create a walkable retail environment, Create a "Main Street" or "Village" experience with small businesses and increased active uses**
- **Support mixed-use development with a diversity of retail, residential, and commercial uses to create interest, activity, and improvements**
- **Bring more eyes to the area and a sense of place and ownership with higher density development**
- **Daylight the creek**
- **Prioritize improvements on El Cajon Boulevard because it is too wide and there is potential to create a grand arrival experience**
- **Add wayfinding signage**
- **Strengthen the relationship of mobility to schools, opportunities for children's mobility**
- **Recognize industrial uses provide jobs and serve as a buffer to I-8**

COMMUNITY OUTREACH





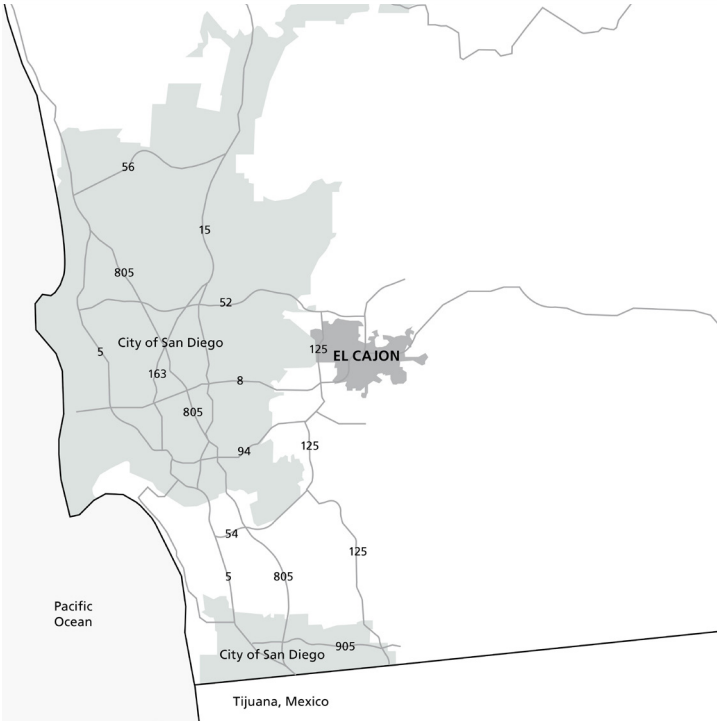
02

Planning Area

2.1 CONTEXT

The City of El Cajon is located in the greater San Diego metropolitan area, approximately 12 miles east of downtown San Diego. El Cajon is the hub of the East San Diego County urban area and serves as the center of East County commercial, legal, and cultural activities. El Cajon is a charter city, and features a council/manager form of government consisting of four elected council members, and a separately elected mayor.

The City encompasses an area of approximately 14.4 square miles, and the City's current population is approximately 100,000 people. El Cajon is an urbanized and diverse residential, commercial, and industrial area and serves as the main commerce center for several surrounding



2.2 LOCATION

The El Cajon Transit District (Planning Area) is approximately 259 acres and is generally bounded by Interstate 8 to the west, Main Street to the north (including the properties approximately 600 feet north of Main Street), El Cajon Boulevard to the east (including properties approximately 385 feet to the east of El Cajon Boulevard), and Chase Avenue to the south. The planning area also includes Johnson Avenue and Marshall Avenue North to Fletcher Parkway and Johnson Avenue South of the planning area to Chase Avenue for purposes of mobility planning (Figure 2).

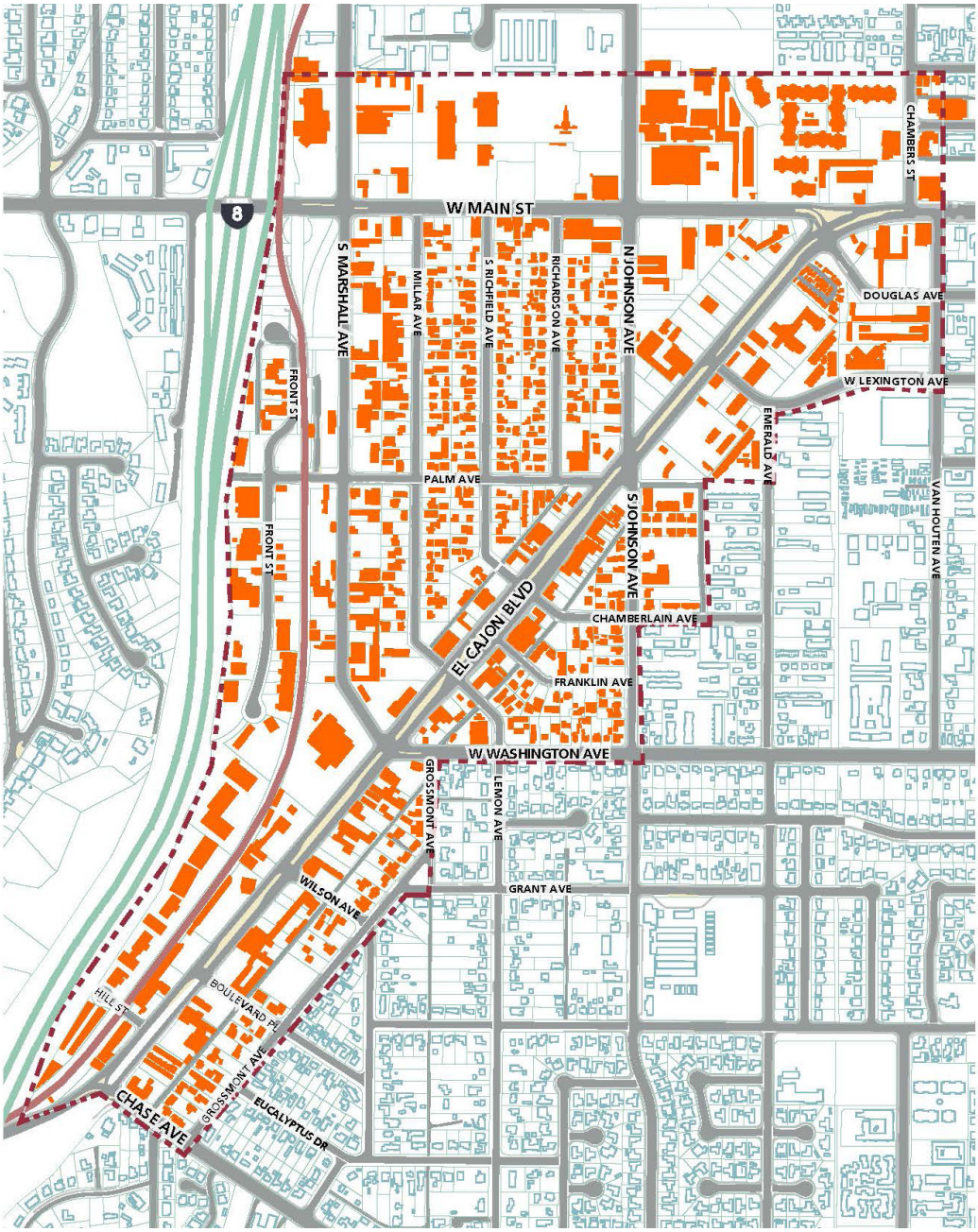


Figure 2 - Existing Buildings

TRANSIT DISTRICT
SPECIFIC PLAN

2.3 EXISTING CONDITIONS

The El Cajon Transit Center is the transit hub for the City of El Cajon. The orange and green lines provide service to the employment center near Gillespie Field, major shopping areas at the Santee Town Center and Grossmont Center, and to the greater urbanized areas of San Diego. Abundant transit parking has made it a busy hub for commuters to drive and take transit to major employment areas. Despite the multitude of opportunities around the transit center, the mobility infrastructure and land uses surrounding the area had not been previously comprehensively evaluated for needed improvements and opportunities to implement transit supportive land uses and mobility improvements to facilitate walking and bicycling to the transit station.

The area immediately surrounding the transit station is an aging industrial and heavy commercial area which interfaces with a residential neighborhood comprised of single and multi-family residences. The Planning Area contains a diverse mix of uses but lacks the appropriate infrastructure, public amenities, and commercial services to function as a complete neighborhood that promotes alternative modes of transportation and that is a desirable and attractive place to live, walk, bike, work, or shop. The El Cajon Boulevard corridor, a primary commercial corridor, is within comfortable walking distance of the transit station and yet appropriate crossings are not in place to encourage the movement of walkers or cyclists.

MARKET CONDITIONS

A preliminary assessment of existing market conditions for the Planning Area informed the land use assumptions of the land use plan. Based on current and projected housing market trends, the City is expected to experience a moderate to strong demand for additional multi-family housing development in the near-to long-term. Additional multi-family housing units, especially market-rate units, would generate added value to the Study Area and the City as a whole – contributing to local spending for retail, dining, and services and a safer mixed-use urban environment. High vacancy rates and low rent levels reflect weak support for additional retail tenants/users within the El Cajon sub-market in the near-term. Though there is weak support for retail in El Cajon, the critical mass of retail space will drive demand to moderate levels in the mid- to long-term, allowing for potential to revitalize and re-tenant existing vacancies in the City as well as the Study Area. The existing mix of office buildings in the East County sub-market, along with current market conditions, indicates that there will be weak demand for new office space in the City in the near-term. Vacancy in primary office markets (i.e., Greater Downtown, Mission Valley, and Golden Triangle) remains relatively high and will require continued absorption in the near- to long-term before demand can overflow to tertiary office markets, defined by low rent and prevalence of Class B and C office space. Consequently, the City's ability to attract higher-quality office development and new tenants in the mid- to long-term will remain weak until

demand out-paces supply in the primary office markets. Finally, moderate rent prices, extremely low vacancy rates, and a plentiful supply of industrial inventory suggests the El Cajon market potential for industrial in the near- to long-term will remain moderate, especially compared to other East County sub-markets.

URBAN FORM

The Planning Area has many of the urban form characteristics and qualities that make for a successful urban village. While it remains an auto-dominated area, several opportunities exist to make the area a more pedestrian, bicycle and transit-friendly neighborhood.

BLOCK AND LOT PATTERNS

Blocks and lots in the Planning Area vary in size, orientation, and shape (Figure 3). Most of the blocks accommodate a diversity of land uses and buildings types. Most blocks do not have alley access, with the exception of blocks along the south side of El Cajon Boulevard. Lots in the area are deep and narrow, which allow for front and back of house uses and accessory buildings and spaces. Where combined, lots support large-scale buildings and uses, such as warehouses and auto-repair. The shift in the grid that is caused by the diagonal alignment of El Cajon Boulevard results in irregular blocks and lots, providing unique development opportunities at key intersections and gateways in the community.

STREET TYPES

Streets make up a significant portion of the Planning Area. A majority of the streets in the Planning Area are commercial streets that support fast-moving automobile traffic but do not provide a streetscape environment that supports walking and bicycling. Land uses on either sides of these streets are predominantly auto-oriented, and multiple gaps in development (such as parking lots and service yards) contribute to a sense of emptiness and a lack of human scale. This is in contrast with residential streets in the area, which accommodate slow moving traffic and offer greater pedestrian comfort.

BUILDING TYPES

Buildings in the Planning Area range in use and size from single-family homes to large-scale warehouses. Industrial buildings are typically set back from the street with loading docks, service areas, and parking in the front yard. The buildings are one to two-stories in height and have few, if any, windows and architectural articulation. Retail is predominantly clustered along El Cajon Boulevard and in the format of narrow, one-story commercial storefronts, fronting the street, with a variety of colors and signage but otherwise minimal architectural features. There are a few special use buildings, such as the church, that stand out from their context. A majority of single-family houses have positive frontage elements (such as front porches and stoops), with garages tucked beside or behind the house. Multi-family residential is in the format of two-story walk-up apartments with parking provided in surface lots.

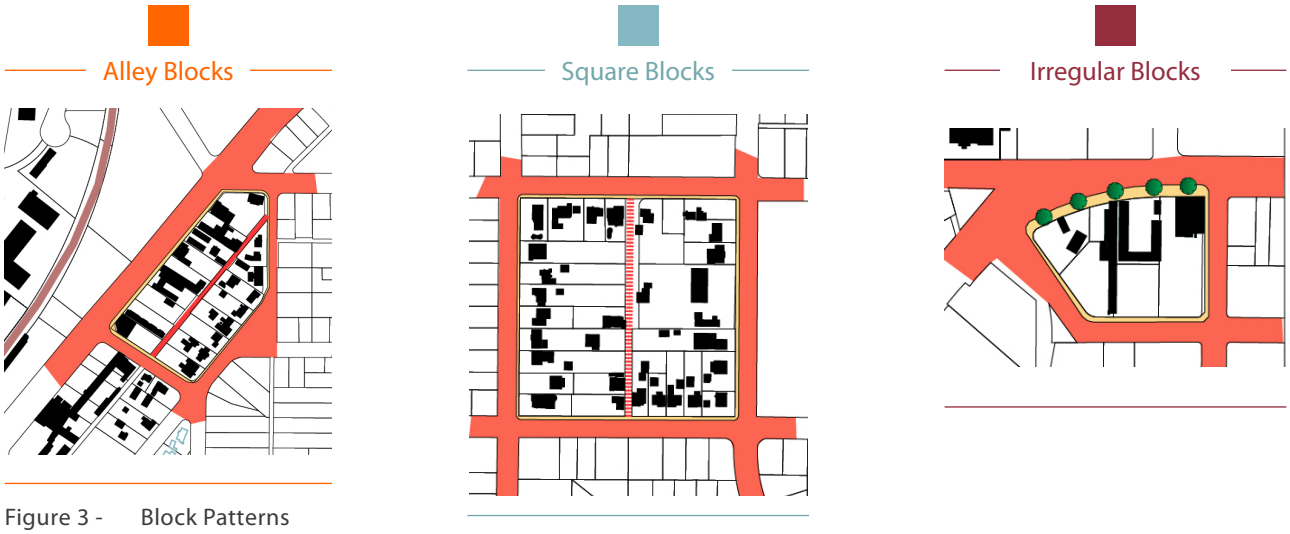


Figure 3 - Block Patterns

EXISTING TRANSPORTATION CONDITION

A quality walk connectivity analysis was conducted to identify deficiencies and gaps within the existing pedestrian network of the Planning Area. Most streets in the area provide a medium to low pedestrian environmental quality, indicating that more needs to be done to improve the pedestrian streetscape environment. Similarly, a bicycle facility analysis indicated that a low level of traffic stress is associated with Palm Avenue and the residential streets connecting the middle section of the planning area to the transit station, with a higher level of stress identified on perimeter streets (El Cajon Blvd., West Main St., Marshall Ave. and Johnson Ave). A vehicular traffic roadway and intersection analysis shows that a majority of average daily trips occur on West Main and El Cajon Blvd., as one would expect.

El Cajon Boulevard

Main Street

Marshall Avenue

Typical Residential Street

03

Land Use

3.1 PURPOSE

The purpose of this chapter is to provide a blueprint for development within the Planning Area and define the overall land use concept for the Planning Area, including building types, density, and location of uses.

3.2 LAND USE CONCEPT

A guiding concept of the plan is to focus growth and development around district nodes and the transit station, while preserving and supporting the stable residential uses in the center, the small-scale commercial retail along El Cajon Blvd., and the industrial employment uses at the edges of the district. As depicted in Figure 4, the triangular area formed by Marshall Ave., Palm Ave. and El Cajon Blvd. creates a "Transit Core", with mixed-use residential focused along Marshall Ave. and connecting to a strengthened commercial village along the central part of El Cajon Blvd. Gateways and nodes provide additional opportunities to focus development and anchor the transit district to its surrounding context and Downtown.

The main themes of the land use objectives are:

- **Surround the Transit Station with active ground floor uses and well-defined public spaces**
- **Envision Marshall Avenue as a Transit Corridor, with rowhomes, townhomes and mixed-use**
- **Support existing auto dealerships and commercial in the district**
- **Support and enhance the existing stable residential areas**
- **Preserve light industrial uses as a buffer between the highway and the rail tracks**
- **Increase the diversity and density of residential uses**
- **Add mixed-use developments**
- **Support and encourage fine grain commercial along El Cajon Boulevard**
- **Provide transitions from land uses**
- **Connect land uses to open space opportunities in the district**

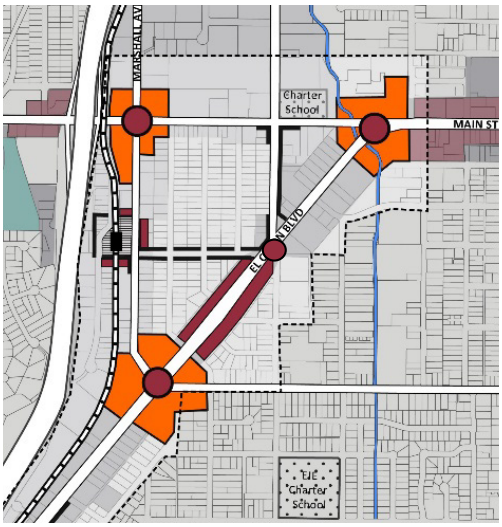


Figure 4 - Land Use Concept

Key Nodes: Focus Development of the district around key intersections and the transit station

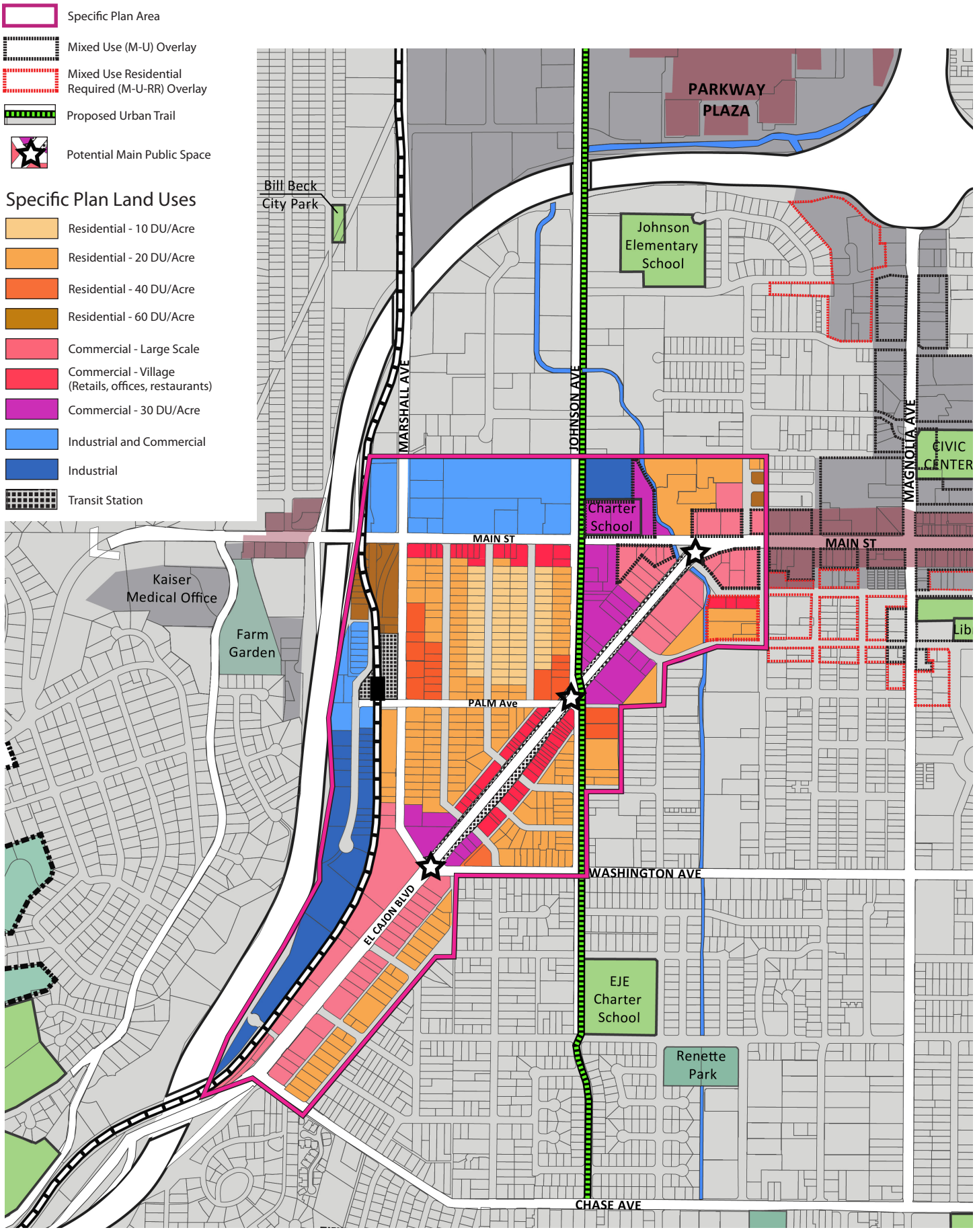


Figure 5 - Land Use Map

3.3 LAND USE

The Transit District Specific Plan envisions a mix of land uses and densities focused around the transit station and key nodes in the district. Land uses are selected and arranged intentionally to strengthen and reinforce connectivity throughout the transit district and to create a sense of place for six distinct focus areas in the district (as outlined in Tables 1-3 in the following pages).

The Specific Plan is divided for planning purposes into six focus areas, containing the following land uses:

RESIDENTIAL - 10 DU/AC

Consistent with the RM-4300 zone, this land use provides for single-family and two-on-one residential development on small lots. In order to incentivize future development of these lots with additional units, this area is exempt from the minimum lot coverage of the RM-4300 zone.

RESIDENTIAL - 20 DU/AC

Consistent with the RM-2200 zone, this land use provides for town-home and row-home type residential uses that may also serve as a transition between the lower scale and lower density areas to the more active areas. In order to incentivize future development, this area is exempt from the minimum lot coverage of the RM-2200 zone.

RESIDENTIAL - 40DU/AC

Consistent with the RM-HR zone, this land use is intended for multi-family stacked flats. Accessory commercial uses may be considered on the ground floor to activate the ground floor.

RESIDENTIAL - 60DU/AC

Consistent with the RM-HR zone, this land use is intended for multi-family stacked flats in the area immediately surrounding the transit station. Parking is typically incorporated into the structure and residential is built above a podium level with retail on the ground floor.

COMMERCIAL - LARGE SCALE

Consistent with the C-G zone, this land use provides for general commercial uses typically associated with large floor plates on medium to large parcels (ranging from offices to retail and automotive services). Specific properties within the MU Overlay Zone may develop with residential uses up to 40 du/acre consistent with the overlay zone.

COMMERCIAL - VILLAGE

Consistent with the C-G zone, this land use is intended for small-scale commercial respective of the existing historic commercial development on El Cajon Boulevard. Accessory residential units such as shopkeeper units or companion second story residential units are permitted in this area. No additional off-street parking is required for an expansion of an existing building in these areas. New development or redevelopment on properties of less than 7,500 square feet in size are exempt from off-street parking requirements. No additional off-street parking is required for restaurant or outdoor dining as a change of use.

COMMERCIAL - 30DU/AC

Consistent with the C-G and RM-HR zone, this land use provides for a mix of general commercial uses and high-density multi-family development in either horizontal or vertical formats. This land use is intended to allow for a full range of commercial and residential uses to promote a mixed-use area. A property developed under

this zone would be permitted commercial uses, residential uses up to 30 du/acre or a mix of both uses. Specific properties within the MU Overlay may develop with residential uses up to 40 du/acre consistent with the overlay zone.

INDUSTRIAL AND COMMERCIAL

Consistent with the C-M zone, this land use provides for light manufacturing and industrial and heavy commercial uses with relatively minor impacts on the surrounding area. Uses should be contained in buildings and consist of: light manufacturing, wholesale trade, processing, servicing, assembly and distribution. The area may support some limited viable secondary commercial uses (e.g. brewery with a small retail or restaurant component). Secondary commercial uses are permitted as listed in the C-G zone.

INDUSTRIAL

Consistent with the M zone, this land use provides for manufacturing, warehousing, and limited industrial uses as well as certain employment generating office and service uses characterized by: a lack of public contact, a non-retail orientation, limited traffic generation, and no need for advertising or retail signage.

3.4 LAND USE COMPATIBILITY

As areas transition from industrial uses to residential or commercial, consideration must be given to the compatibility of existing uses with new uses. This can be primarily accomplished through site remediation and providing appropriate collocation buffers.

3.5 PREVIOUSLY CONFORMING USES

All existing industrial or non-residential uses in areas which will transition to commercial or residential use may continue and expand in conformance with the previous M or C-M zoning. This shall also allow for new permitted uses within the C-M or M zone. No use permit would be required for a new use or expansion of a use permitted within these zones. Future expansions of these uses shall provide a 10-foot landscaped buffer from any property line where future residential uses may occur.

The uses expressly prohibited in the Plan area may continue subject to the Previously Conforming regulations in ECMC Chapter 17.120.

3.6 PROHIBITED USES

The following uses are prohibited within the Plan area.

a. alternative lending
b. liquor stores
c. tattoo parlors
d. smoke shops
e. adult entertainment
f. card rooms
g. homeless shelters
h. food banks
i. food stamp distribution or collection premises (WIC)
j. gun shops (including ammunition or other weapons)
k. massage establishments
l. bars, nightclubs, or other similar uses

3.7 ACCESSORY COMMERCIAL USES

Accessory Commercial Uses are permitted in the Residential areas 20-60 du/acre. The primary emphasis of these areas is residential. However, accessory compatible commercial uses are permitted on the ground floor to activate these areas on primary streets.

3.8 ACCESSORY RESIDENTIAL USES

In commercial areas not designated for mixed-use, a limited number of accessory residential units are permitted. The majority of the ground floor frontage should be dedicated to commercial uses.

3.9 PARKING & VEHICULAR STANDARDS

The parking standards are applied per use and total parking for a site is the sum of all required parking per use. Driveways and drive aisles shall be in accordance with the underlying zone unless demonstrated that adequate fire access and maneuverability can be achieved.

3.10 SHARED PARKING

Shared parking for mixed-use or multiple uses may be approved provided that it is demonstrated that the reduction in parking provided will not result in any unauthorized parking or excessive parking impacts to the community.

3.11 RECREATIONAL OPEN SPACE

All residential developments should provide a form of private open space or yards of minimum 60 square feet per unit for lower density development and a common open space amenity for multi-family development. Common open space should provide an active recreational use component.

3.12 DEVELOPMENT INCENTIVES

Applicants may seek development incentives and bonuses for increased density and/or deviation from development standards if the project provides certain public benefits or development amenities, including but no limited to:

+ **Enhanced public realm** (e.g. corner plazas, paseos, sidewalk cafes, enhanced streetscape, etc.)
+ **Mixed-use development that includes active retail with residential on upper floors**
+ **Family Housing** (3 or more bedroom units)
+ **Eco-roofs/ green roofs**
+ **Public parking**
+ **Green building practices**
+ **Affordable housing**

Further parking reductions below the minimum required may be approved through a Minor Use Permit. Considerations for a reduction would include a Transportation Demand Management program such as providing transit passes to residents or a significant public benefit.

3.13 APPROVAL PROCESS

Future projects consistent with this Plan, the General Plan, and Zoning Code may be approved by Site Development Plan Permit. Future projects proposing any deviation from this plan or requesting incentives may be elevated to the Planning Commission or City Council for approval.

3.14 RESIDENTIAL ZONING STANDARDS

Table 1. Residential Zoning Standards[1]	Residential - 10 DU/AC	Residential - 20 DU/AC	Residential - 40 DU/AC	Residential - 60 DU/AC
				
Base Zone	RM-4300	RM-2200	RM-HR/ MU	RM-HR/ CG
Gross Density	10 DU/AC	20 DU/AC	40 DU/AC	60 DU/AC
Min. Lot Area	per ECMC Table 17.140.060	per ECMC Table 17.140.060	per ECMC Table 17.140.060	per ECMC Table 17.140.060
Min. Lot Width	per ECMC Table 17.140.060	per ECMC Table 17.140.060	per ECMC Table 17.140.060	per ECMC Table 17.140.060
Min. Lot Depth	per ECMC Table 17.140.060	per ECMC Table 17.140.060	per ECMC Table 17.140.060	per ECMC Table 17.140.060
Max. Lot Coverage	-	-	-	-
Min. Front Yard Setback	10′	10′	0′	0′
Min. Street Side Yard Setback	per ECMC Table 17.140.090	per ECMC Table 17.140.090	0′	0′
Min. Interior Side Yard Setback	per ECMC Table 17.140.090	per ECMC Table 17.140.090	10′	10′
Min. Rear Yard Setback	per ECMC Table 17.140.090	10′/0′ abutting alley	10′	0′
Max. Height	35′	35′	45′	60′
Height Transitions[2]	-	-	Applies	Applies
Parking	1.5 spaces per residential unit with 2 or more bedrooms 1 space per residential unit with 1 bedroom or studio unit	1.5 spaces per residential unit with 2 or more bedrooms 1 space per residential unit with 1 bedroom or studio unit	1.5 spaces per residential unit with 2 or more bedrooms 1 space per residential unit with 1 bedroom or studio unit	1 space per 400 gross square feet of commercial floor area; 1.5 spaces per residential unit with 2 or more bedrooms 1 space per residential unit with 1 bedroom or studio unit
Min. Recreational Open Space	225 gross square feet per dwelling unit	100 gross square feet per dwelling unit	200 gross square feet per dwelling unit	200 gross square feet per dwelling unit

3.15 COMMERCIAL ZONING STANDARDS

Table 2.Commercial Zoning Standards[1]	Commercial - 30 DU/AC	Commercial - Large	Commercial - Village
			
Base Zone	CG/ RM-HR/ MU	CG	CG
Gross Density	30 DU/AC	-	-
Min. Lot Area	-	-	-
Min. Lot Width	per RM-HR in ECMC Table 17.140.060	-	-
Min. Lot Depth	per RM-HR in ECMC Table 17.140.060	-	-
Max. Lot Coverage	-	-	-
Min. Front Yard Setback	0′	10′	0′
Min. Street Side Yard Setback	0′	10′	0′
Min. Interior Side Yard Setback	10′	10′	0′
Min. Rear Yard Setback	10′	10′	0′
Setback from Residentially Zoned Property	Applies per ECMC Table 17.145.090	Applies per ECMC Table 17.145.090	Applies per ECMC Table 17.145.090
Max. Height	45′	35′	35′
Height Transitions[2]	Applies	Applies	Applies
Parking	1 space per 400 gross square feet of commercial floor area; 1.5 spaces per residential unit with 2 or more bedrooms 1 space per residential unit with 1 bedroom or studio unit	1 space per 400 gross square feet of commercial floor area	1 space per 400 gross square feet of commercial floor area[3]
Min. Recreational Open Space	200 gross square feet per dwelling unit	-	-

3.16 INDUSTRIAL ZONING STANDARDS

Table 3. Industrial Zoning Standards[1]	Industrial	Industrial / Commercial
		
Base Zone	M	C-M
Gross Density	-	-
Min. Lot Area	per ECMC Table 17.150.090	per ECMC Table 17.150.090
Min. Lot Width	per ECMC Table 17.150.090	per ECMC Table 17.150.090
Min. Lot Depth	per ECMC Table 17.150.090	per ECMC Table 17.150.090
Max. Lot Coverage	-	-
Min. Front Yard Setback	10′	10′
Min. Street Side Yard Setback	10′	10′
Setback from Residentially Zoned Property	Applies per ECMC Table 17.150.110	Applies per ECMC Table 17.150.110
Max. Height	35′	35′
Height Transitions[2]	Applies	Applies
Parking	per ECMC Table 17.185.220	per ECMC Table 17.185.220

1. Development in the transit village shall be governed by this section and by Tables 2 & 3 - Development Standards. The standards in this specific plan shall replace and take precedence over the base zone regulations of the City of El Cajon Zoning Ordinance for the subject property. Where the regulations of this specific plan are silent, the comparable regulations of the city zoning ordinance, and all adopted ordinances, regulations, standards, and guidelines of the City of El Cajon shall prevail, as deemed appropriate by the Planning Director. Where the development standards contained in the Transit District Specific Plan conflict with development standards of the City of El Cajon Municipal Code, the standards contained herein shall apply.
2. Where industrial, commercial and high-density residential development abuts existing and zoned residential properties, provide transitions in height from the commercial development to the residential development per figure 33.
3. In the Commercial Village Zone, no additional off-street parking is required for an expansion of an existing building in these areas. New development or redevelopment on properties of less than 7,500 square feet in size are exempt from off-street parking requirements. No additional off-street parking is required for restaurant or outdoor dining as a change of use.

3.17 FOCUS AREA 1: MARSHALL AVENUE AND THE TRANSIT STATION

Taking advantage of its proximity to the trolley and bus stations, the area along Marshall Avenue is envisioned to transform over time into an active, walkable and mixed-use environment that reinforces the activity of the transit station and connects it to the larger district. This area includes the Transit Station, Marshall Avenue, and the nodes at the intersection of Marshall Avenue with Main Street and Washington Avenue. Higher density, mixed-use residential is clustered around the Transit Station as well as the northeast and southeast corners of Marshall Avenue and El Cajon Boulevard (see figure 6). Medium density residential townhomes connect both sides of Marshall from the transit station to El Cajon Blvd. The density in this area ranges from townhomes at 20 dwelling units per acre to stacked flats and "podium" buildings at 40-60 dwelling units per acre at the transit station (see figure 6).

The area preserves the existing Industrial uses along Interstate 8, which act as a buffer between the highway and rail tracks and the Marshall Street corridor. Large-scale commercial uses are also maintained along the south end of El Cajon Blvd. to ensure that commercial businesses continue to thrive in that area.

Over time, this area around the transit station will attract El Cajon residents, visitors and daily commuters to the transit station, as it becomes a safe, pleasant and attractive public space with a unique sense of place.

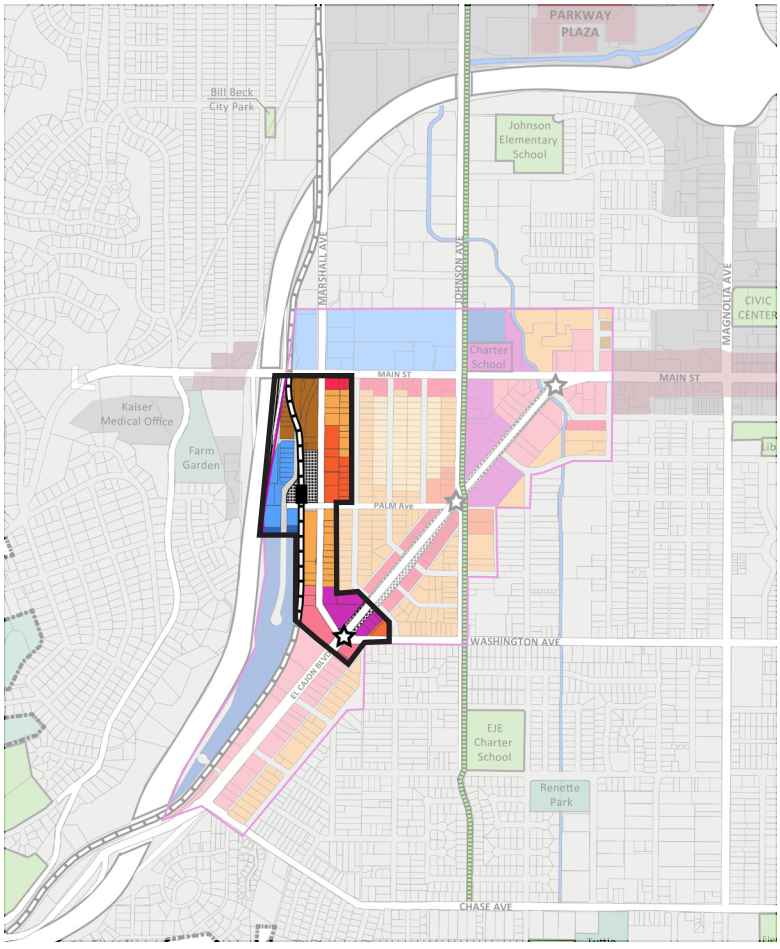
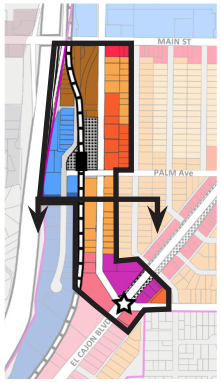


Figure 6 - Focus Area 1

Primary Objectives of Focus Area 1:

- **Surround the Transit Station with active uses**
- **Promote Safety & a Sense of Place**
- **Provide for Residential as the Primary Use**
- **Encourage Active Ground Floor in strategic locations**

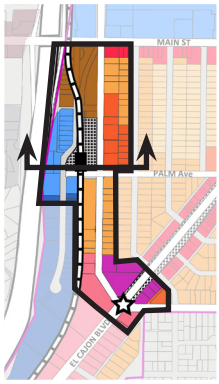
MARSHALL SOUTH - TOWN HOMES I ROW HOMES WITH ACTIVE FRONTAGE ON THE STREET



Marshall Avenue looking South - Existing Streetscape

Marshall Avenue looking South - Potential Streetscape

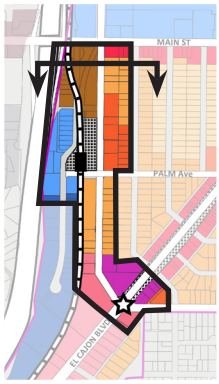
TRANSIT STATION - MEDIUM AND HIGH DENSITY MIXED USE SURROUNDING ACTIVE PUBLIC SPACE



Marshall Avenue looking North at Transit Station - Existing Streetscape

Marshall Avenue looking North at Transit Station - Potential Streetscape

MARSHALL NORTH - MTS SITE AND POTENTIAL FOR ICONIC HIGH DENSITY MIXED USE



Marshall Avenue looking South - Existing Streetscape

Marshall Avenue looking South - Potential Streetscape

3.18 FOCUS AREA 2: "EL CAJON VILLAGE" AND NEIGHBORHOOD ANCHOR

The middle section of El Cajon Blvd. (as it crosses through the city) has the potential to become a commercial "village" with a fine-grain, "Main Street" feeling and a highly walkable environment. The key focus of land uses in this area is to encourage small-scale, fine-grain commercial with active sidewalks and engaging storefronts in the middle section of the boulevard, flanked on the ends by higher intensity commercial, mixed-use developments with an active ground floor. By reclaiming a portion of the right-of-way, the street can be reconfigured with wide sidewalks, plazas and sidewalk cafes to complement active commercial uses (See figure 7). In addition, new developments are encouraged to provide public spaces at the street to help enliven the street experience.

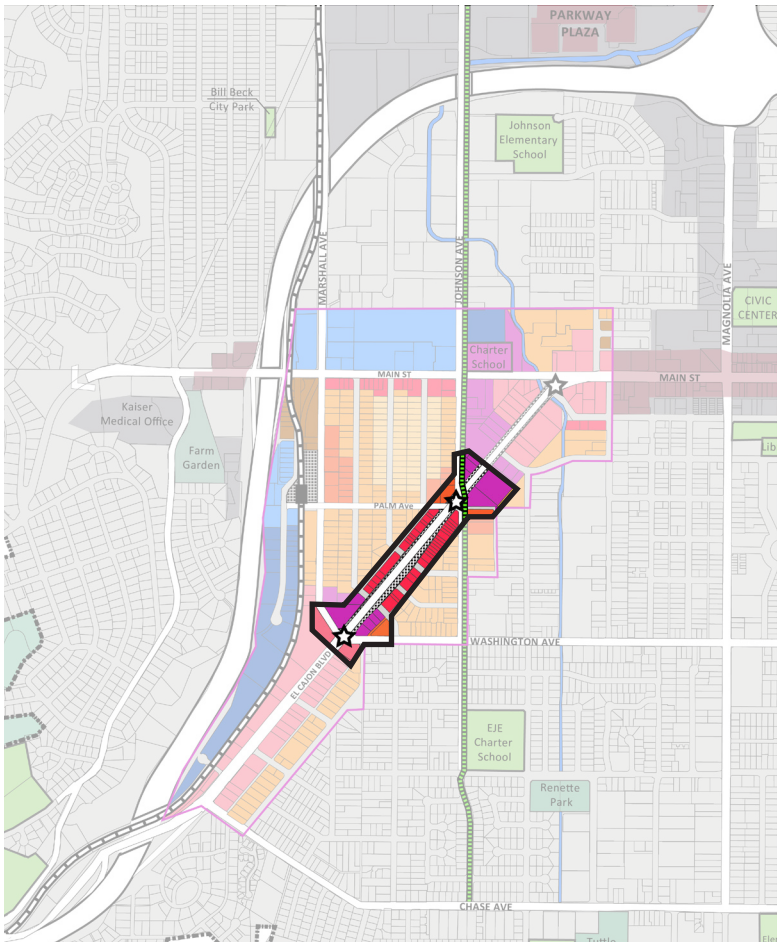
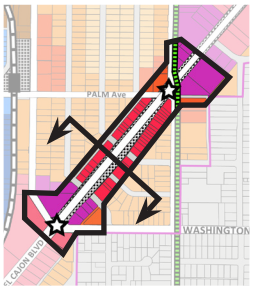


Figure 7 - Focus Area 2

Primary Objectives of Focus Area 2:

- **Establish an "El Cajon Village" & Connection Toward Downtown**
- **Support Small-Scale Commercial with Active Sidewalks in the Core**
- **Provide for Mixed Use with Active Ground Floor Toward Main Street and Downtown**
- **Explore the Potential for Public Space at the Main Nodes**

"EL CAJON VILLAGE" - FINE GRAIN COMMERCIAL AND ACTIVE SIDEWALKS



El Cajon Blvd. looking Southwest - Existing Streetscape

El Cajon Blvd. looking Southwest - Potential Streetscape

3.19 FOCUS AREA 3: PALM AVENUE

Palm Avenue is identified as a "transit connector", serving residents and transit riders as a "last mile" connection between the neighborhood and the transit station. Its comfortable scale and residential character make it a safe and pleasant street to bike and walk. The main goals for land use in this area is to support existing residential on Palm Avenue, place a greater emphasis on street frontage, and encourage public space opportunities at the nodes created by the transit station and the intersection of Palm, Johnson and El Cajon (See Figure 8). The primary land use in this area is residential townhomes at 20 dwelling units to the acre with mixed-use residential at the two ends of the street. Townhomes provide a transition in scale from the primarily single-family residential area to the north of Palm and the commercial area of El Cajon Blvd.

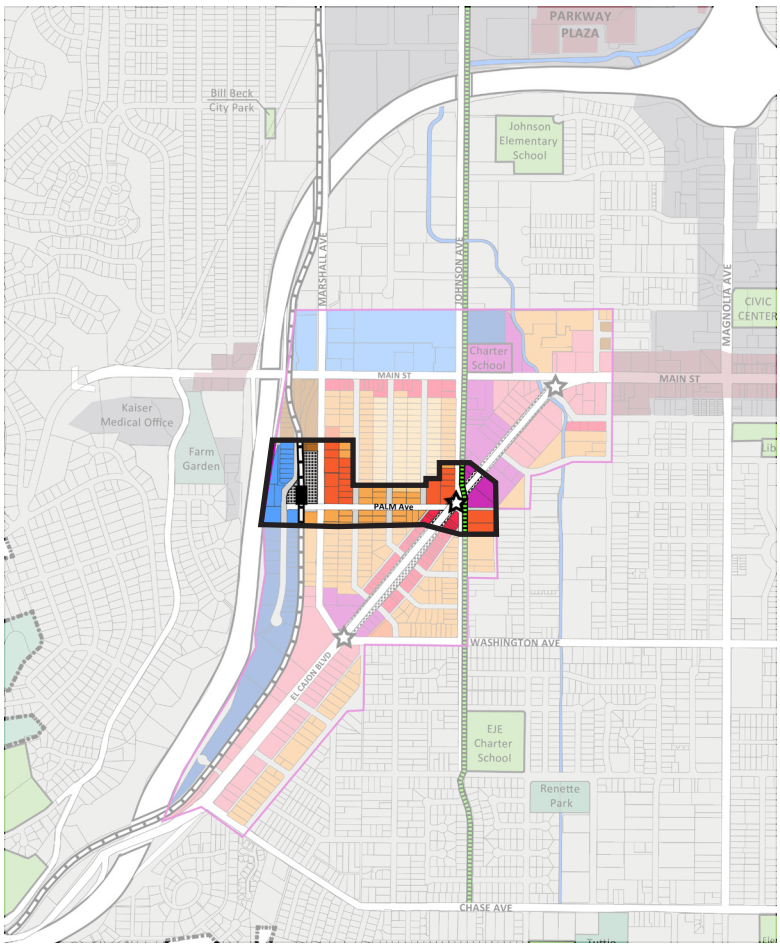


Figure 8 - Focus Area 3

Primary Objectives of Focus Area 3:

- **"Transit Connector " - Major East-West Pedestrian and Bike Connector**
- **Residential Use with Street Active Frontage**
- **Main Public Space Opportunities at the Nodes**
- **Transition in intensity from single-family to commercial**

3.20 FOCUS AREA 1,2 AND 3: TRANSIT CORE

Focus Areas 1, 2 and 3 together form a triangular area identified in this plan as the "transit core" (See Figure 9). This area is where streetscape enhancements, public realm improvements and intensity and density is focused in the TDSP. It is the area that connects the transit station to the retail "village" on El Cajon Blvd. and to stable residential neighborhoods in the district. The three points of the triangle become key nodes and gateways to the transit station and pivot points to the larger community. A mix of uses and densities are supported in the transit core, from single-family and multi-family residential to mixed-use commercial, commercial office and retail, and industrial. The transit core provides all the uses and infrastructure needed to develop a transit-oriented village where people can live, work and play near and around transit.

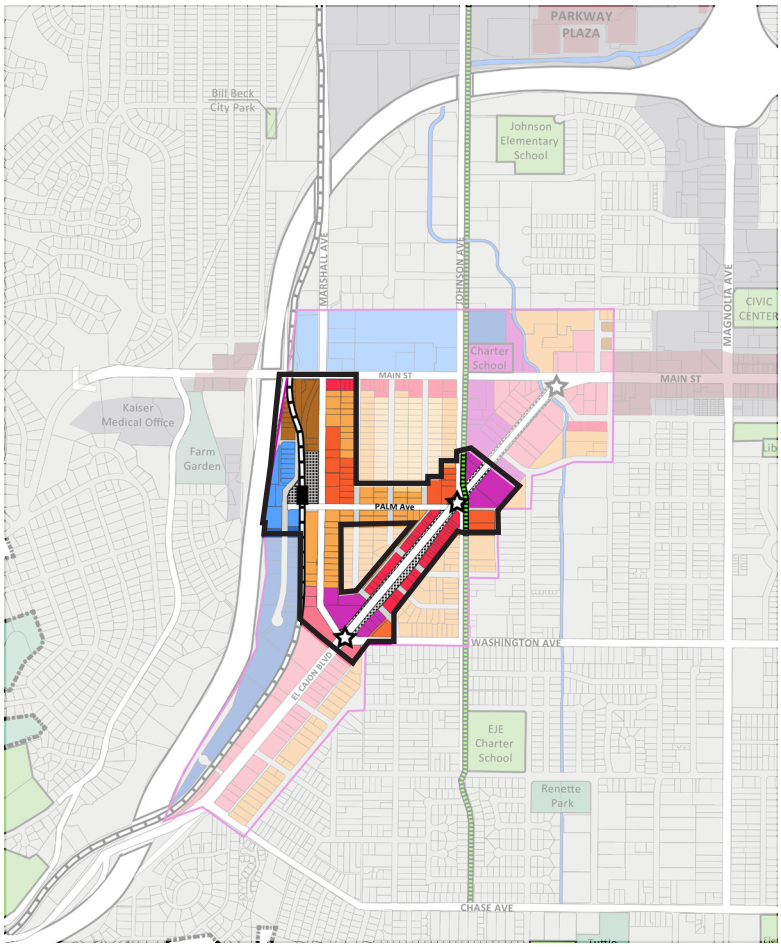


Figure 9 - Focus Area 1, 2 & 3

Primary Objectives of Transit Core:

- **Focus of public realm improvements and open space opportunities**
- **Active ground floor uses that engage with sidewalks and open spaces**
- **Positive street frontages**
- **Preferred location for public spaces, pocket parks, wide sidewalks and plazas**
- **Integrate the transit station with public spaces, parking, bicycle facilities and an active retail experience**
- **Mix of all land uses proposed in the TDSP**

3.21 FOCUS AREA 4: JOHNSON AVENUE

Johnson Avenue is envisioned as a "neighborhood connector," linking major public facilities in the city (such as schools and parks) with residential neighborhoods and regional commercial uses (such as Parkway Plaza). The land uses envisioned for this area strengthen those connections by supporting a residential neighborhood scale, mixed use with active ground floor toward Parkway Plaza, and a pedestrian friendly corridor connecting schools, public facilities, and commercial areas on both sides of Main Street. A row of active residential townhomes and apartments runs the length of the street on the west side and mixed-use commercial makes up most of the east side of the street. Streetscape enhancements and investments in bicycle and pedestrian improvements will help make this a safe route to school with active land uses providing more "eyes on the street" and a greater sense of safety and scale (See Figure 10).

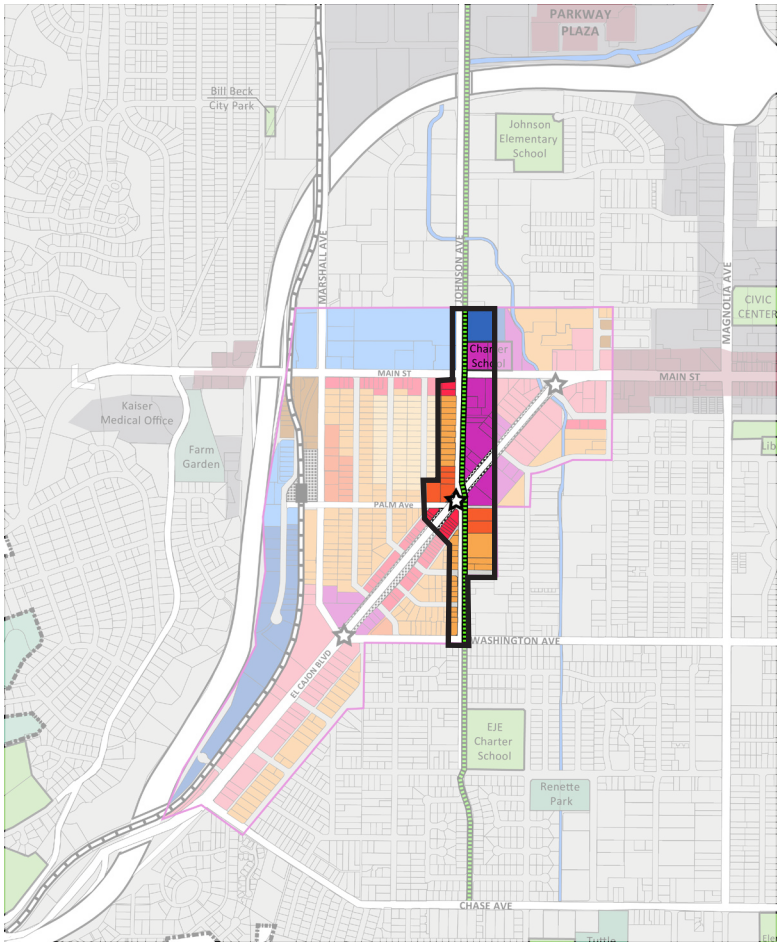
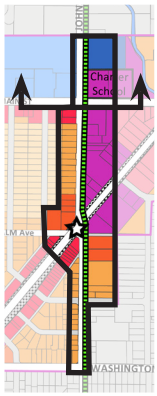


Figure 10 - Focus Area 4

Primary Objectives of Focus Area 4:

- **"The Neighborhood Connector"**
- **Residential Neighborhood Scale**
- **Mixed Use with Active Ground Floor Toward Parkway Plaza**
- **Pedestrian Friendly Corridor connecting schools, public facilities and commercial areas on both sides of the Highway**

JOHNSON NORTH - ACTIVATION OF THE EAST FRONTAGE ALONG THE MULTI-USE PATH



Johnson Avenue looking North - Existing Streetscape

Johnson Avenue looking North - Potential Streetscape

3.22 FOCUS AREA 5: WEST MAIN STREET

West Main Street has the potential to become a significant gateway from Interstate 8 into the City of El Cajon and Downtown Main Street. The high traffic speeds on this segment of West Main, coupled with primarily industrial land uses make the street feel like an unsafe and challenging space for pedestrians and an area lacking in a sense of place. Traffic can be calmed with streetscape improvements, and more active uses are allowed on the south side of the street to provide a continuous streetwall and greater visual interest, making for a better arrival experience. The large-scale industrial uses on the north side of the street are well-established and remain undisturbed. The south side of the street supports small-scale commercial uses (such as offices and limited retail) with a strong street frontage. Mixed-use, higher density uses are focused on the key gateways on I-8 and at the intersection with Johnson and El Cajon Blvd. (See Figure 11).

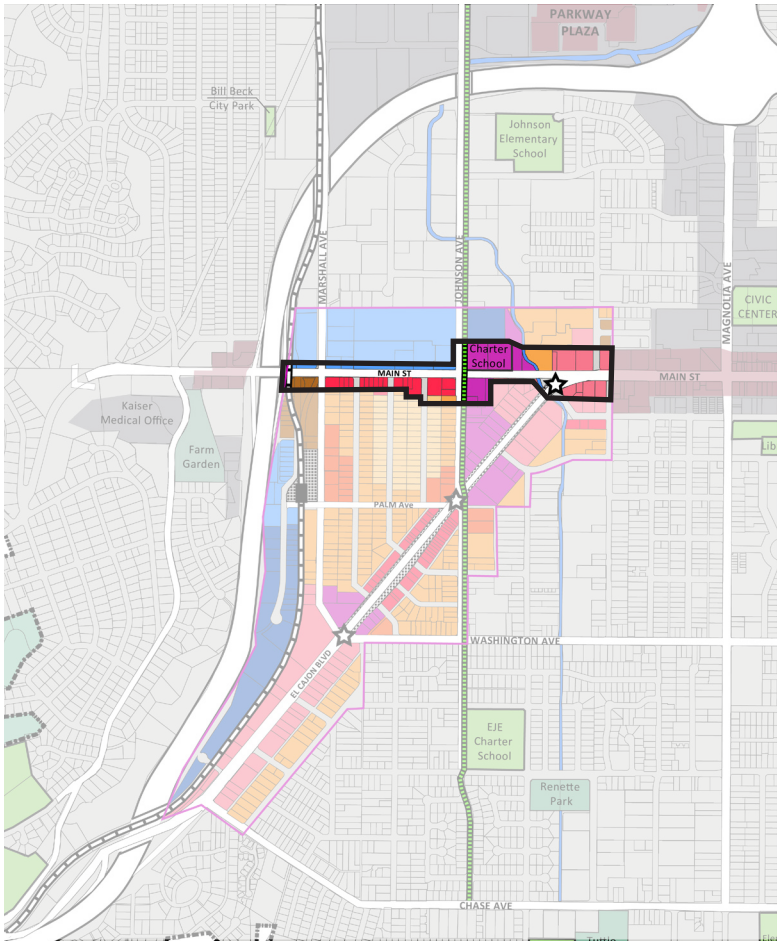


Figure 11 - Focus Area 5

Primary Objectives of Focus Area 5:

- **Sense of Arrival and Place**
- **Transition the South Area from Industrial to Neighborhood Commercial**
- **Highlight key gateways at Johnson and El Cajon Blvd.**

3.23 FOCUS AREA 6: EL CAJON BOULEVARD - SOUTH GATEWAY

The southernmost segment of El Cajon Blvd. provides a gateway experience and commercial destination to the TDSP and to the City of El Cajon. The area is generally bounded by Washington and Chase Avenues. With its proximity to the freeway ramp, existing auto dealerships, and other commercial uses, the Specific Plan continues to support these land uses as the highest and best use for this area. Washington Avenue is a crucial node and it is recommended that the northern side of the intersection of Washington Ave. and El Cajon Blvd. develop as high density mixed-use. The lots on the southeastern side of El Cajon Boulevard abutting the commercial are medium density residential to provide a transition to the adjoining lower scale residential neighborhoods south of the TDSP (See Figure 12).

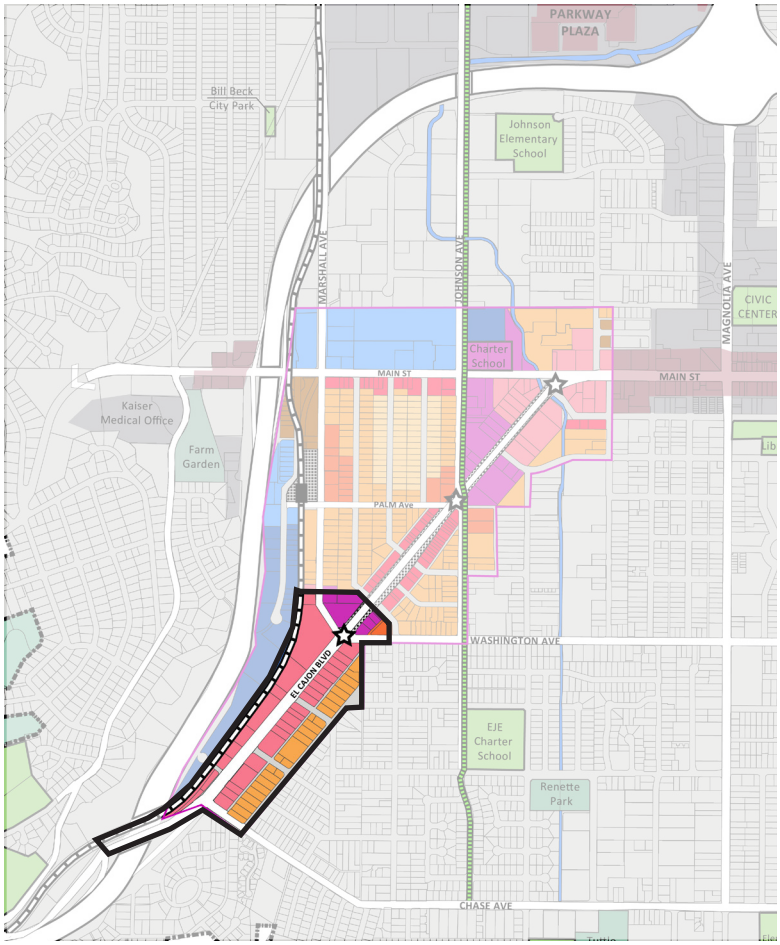


Figure 12 - Focus Area 6

Primary Objectives of Focus Area 6:

- **Gateway Experience & Commercial Destination**
- **Primary Use: Large Commercial**
- **Transition & Interaction with Residential Areas south of the TDSP**
- **Improved connection toward Grossmont High school**

04

Circulation

4.1 GOALS AND CONSIDERATIONS

The concepts outlined in Chapter 04 establish the framework for a multi-modal circulation network, crafted to improve access to the Transit Station and create a balanced pedestrian realm experience. The streetscape concepts shown in this section are intended to provide an illustration of how the principles and design ideas may be executed. These concepts will need to be further evaluated and refined as part of final project design, and modifications may be made to respond to changes in context throughout each segment. These concepts are intended to be implemented as capital projects. However, the City of El Cajon is not obligated to fund or construct these improvements. A series of planning objectives were utilized to guide the creation of the District circulation, including:

+ **Enhancing multi-modal access to and from the Transit Station**
+ **Establishing synergies with future land uses**
+ **Reinforcing a "sense of place" and identity authentic to El Cajon**
+ **Fostering community sustainability by enhancing the urban forest and implementing green infrastructure elements (green streets, bioswales, flow through planters, permeable paving).**

LEGEND

- Green Street "Gateway"
- Village Retail Streetscape
- Neighborhood Trail Streetscape
- Multi-modal Streetscape
- Neighborhood Streetscape
- Gateway Roundabout
- Neighborhood Roundabout

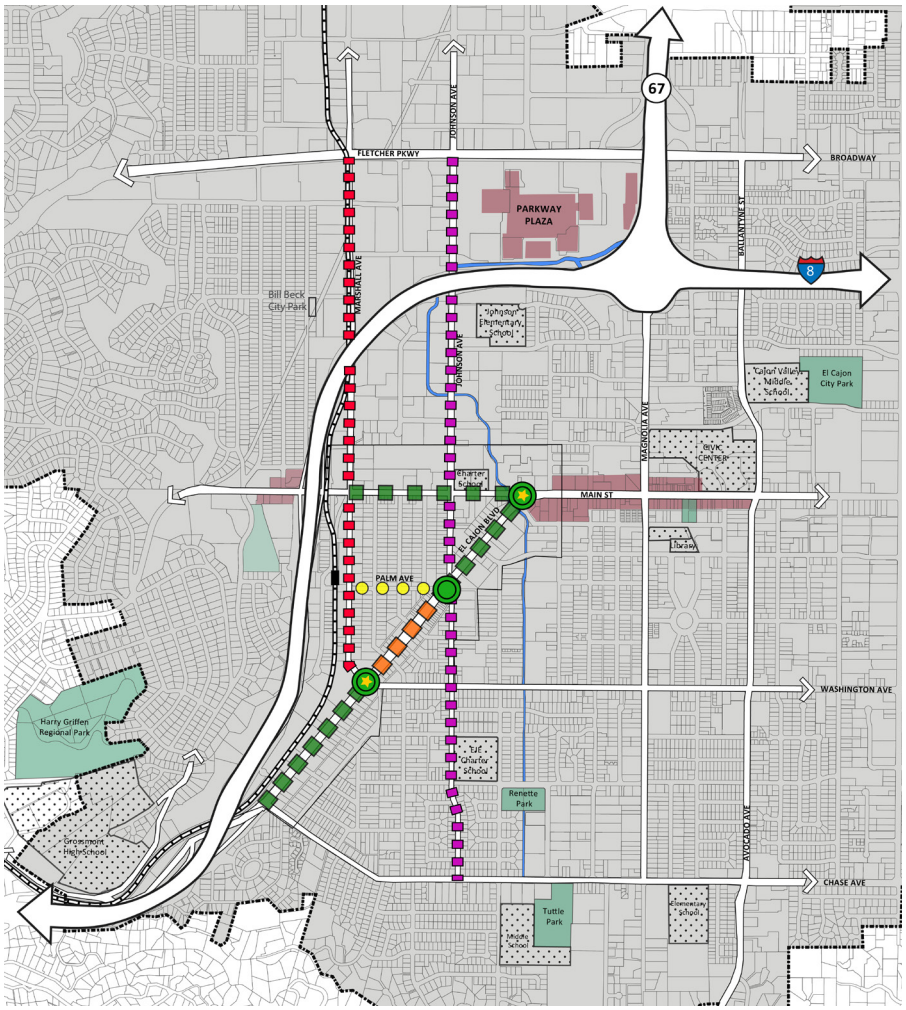
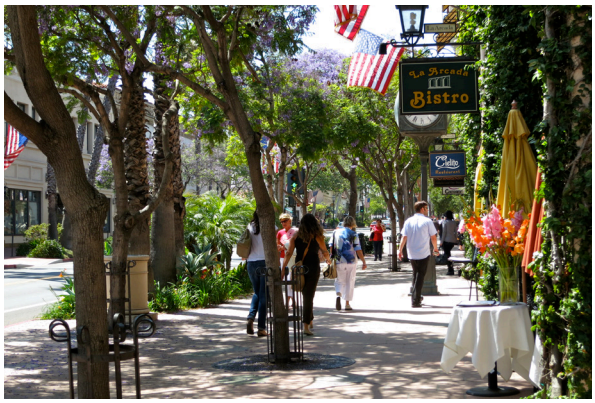


Figure 13 - Circulation Framework Plan

4.2 EL CAJON BOULEVARD - GREEN STREET "GATEWAY"

Two primary green street gateways on El Cajon Boulevard lead into the Transit District and the City's civic core: The western reach of El Cajon Boulevard, from Chase Avenue to West Washington Avenue, and the eastern reach of El Cajon Boulevard from Main Street to West Palm Avenue. These sections of El Cajon Boulevard create green street gateways through the implementation of an enhanced urban forest featuring tree lined parkways and medians, landscaped bulb outs, directional and community signage, thematic street lighting, site furnishings, and enhanced pedestrian crossings. The introduction of landscape-based water quality enhancements, including bioswales and flow-through planters, further reinforce the arrival experience as a formal



Mature urban forest

Flow through planters

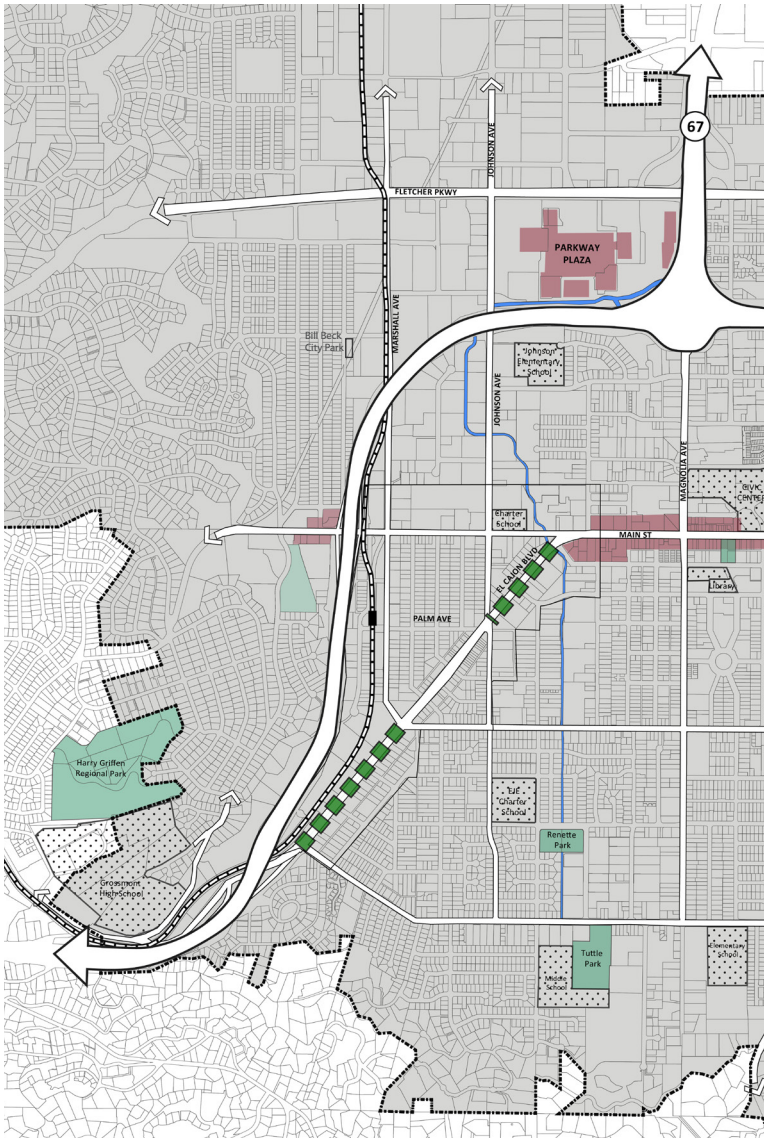


Figure 14 - El Cajon Boulevard South

LEGEND

Green Street "Gateway"

GREEN STREET GATEWAY - EL CAJON BOULEVARD FROM CHASE AVE. TO SOUTH MARSHALL AVE. AND FROM WEST PALM AVE. TO WEST MAIN ST.

Green Street "Gateway" Objectives:

+ **Traffic calming strategies through the use of end-of-block and mid-block bulb-outs.**
+ **A tree lined street enhances the urban canopy and provides shade for the street and sidewalk**
+ **Enhanced pedestrian crossings allow for a safe pedestrian experience**
+ **Implementation of green infrastructure elements (planted parkways, bioswales, flow through planters, permeable paving)**
+ **Existing median improvements to remain**

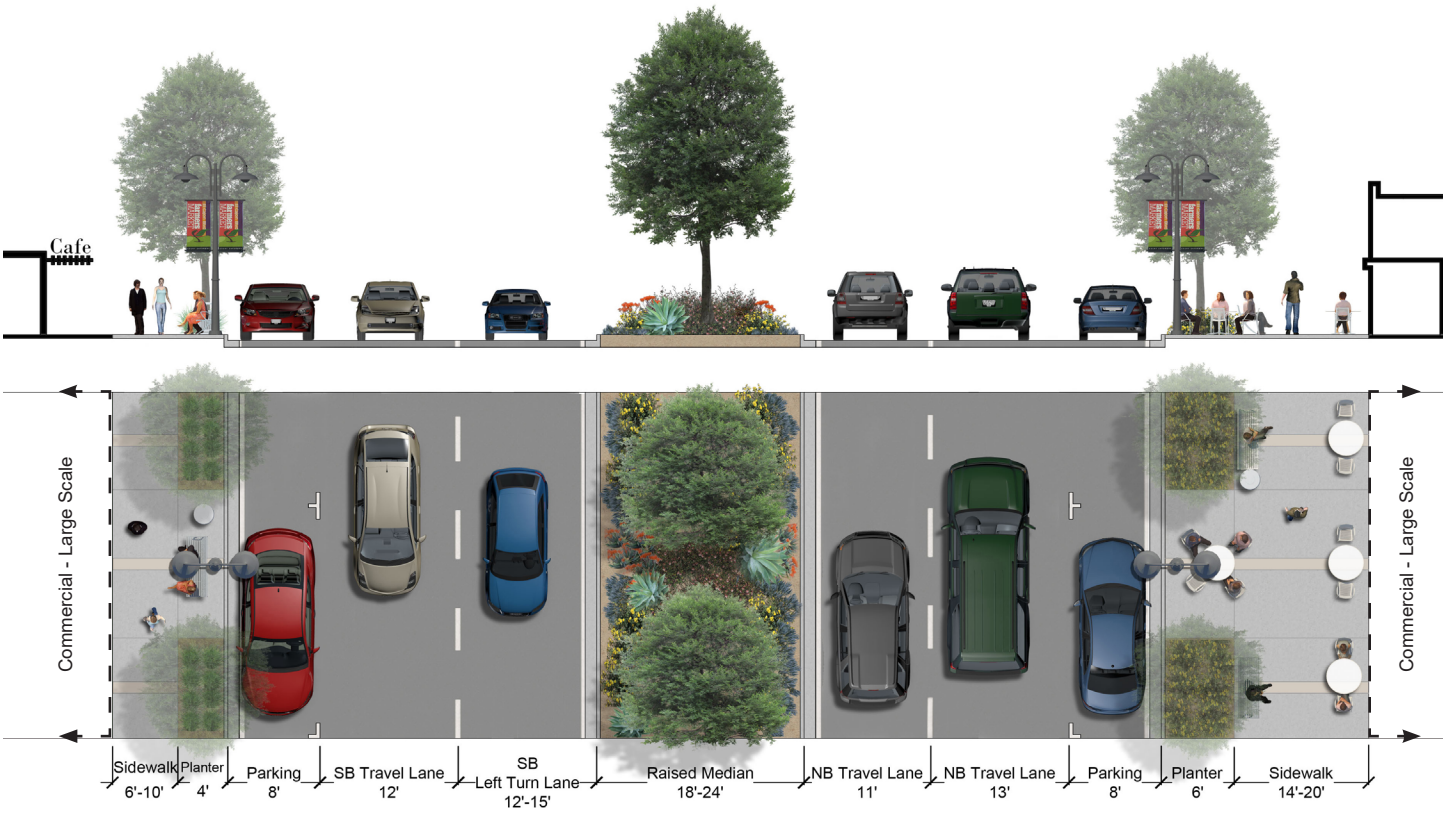


Figure 15 - El Cajon Boulevard South - Section

Green Street Gateway Composition:

+ **Existing curb to curb is 90'**
+ **Proposed curb to curb is 82'**
+ **Proposed southbound lanes composed of one to two travel lanes, a left turn lane, parallel parking with parkway and sidewalk**
+ **Proposed northbound lanes are composed of two travel lanes, parallel parking with parkway and sidewalk**

4.3 EL CAJON BOULEVARD - VILLAGE RETAIL STREETSCAPE

The retail village segment of El Cajon Boulevard, from South Marshall Avenue to West Palm Avenue, responds to the existing fine-grain 'mom and pop' storefronts and businesses. Proposed streetscape improvements include shaded, tree lined sidewalks, landscaped parkways, thematic street lighting, signage, sight furnishings, and enhanced pedestrian crossings. Strategically placed end-block and mid-block bulb outs create additional public realm space and support opportunities for sidewalk cafes and gathering. The retail village streetscape enhancements provide a welcoming and walkable public realm for pedestrians and cyclists while creating a

Sidewalk cafes contribute to a vibrant street environment

Landscape, banners, and hanging pots create a memorable public realm experience

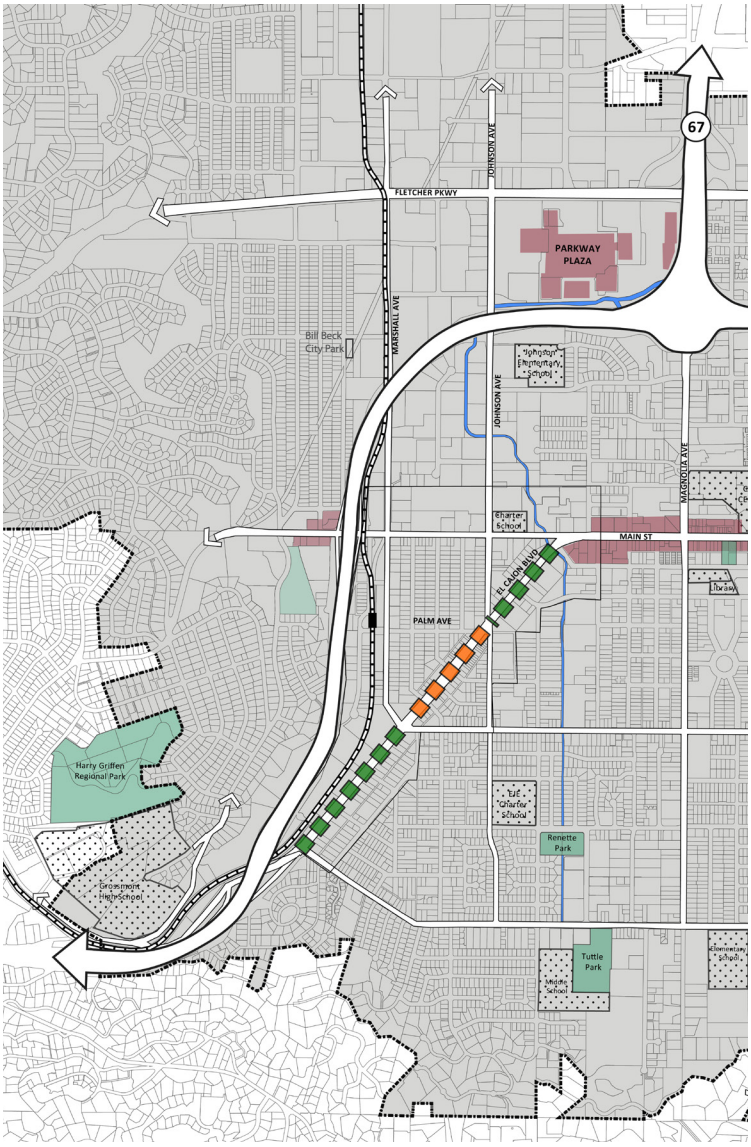


Figure 16 - El Cajon Boulevard North

LEGEND

Green Street "Gateway"

Village Retail Streetscape

VILLAGE RETAIL- EL CAJON BOULEVARD FROM SOUTH MARSHALL AVENUE TO WEST PALM AVE.

Village Retail Streetscape Objectives:

+ **Widened sidewalks allow for outdoor dining, cafes and people spaces**
+ **A tree lined street provides shade for the street and sidewalk**
+ **Bulb-outs create space for plazas and additional landscape to soften the street edge**
+ **Highly visible enhanced pedestrian crossings provide a safe environment for pedestrians. Consider new mid-block crossings, where appropriate and safe.**
+ **Lighting, signage , and street furniture help to define the Village character of the retail spaces**
+ **Existing median improvements remain intact**

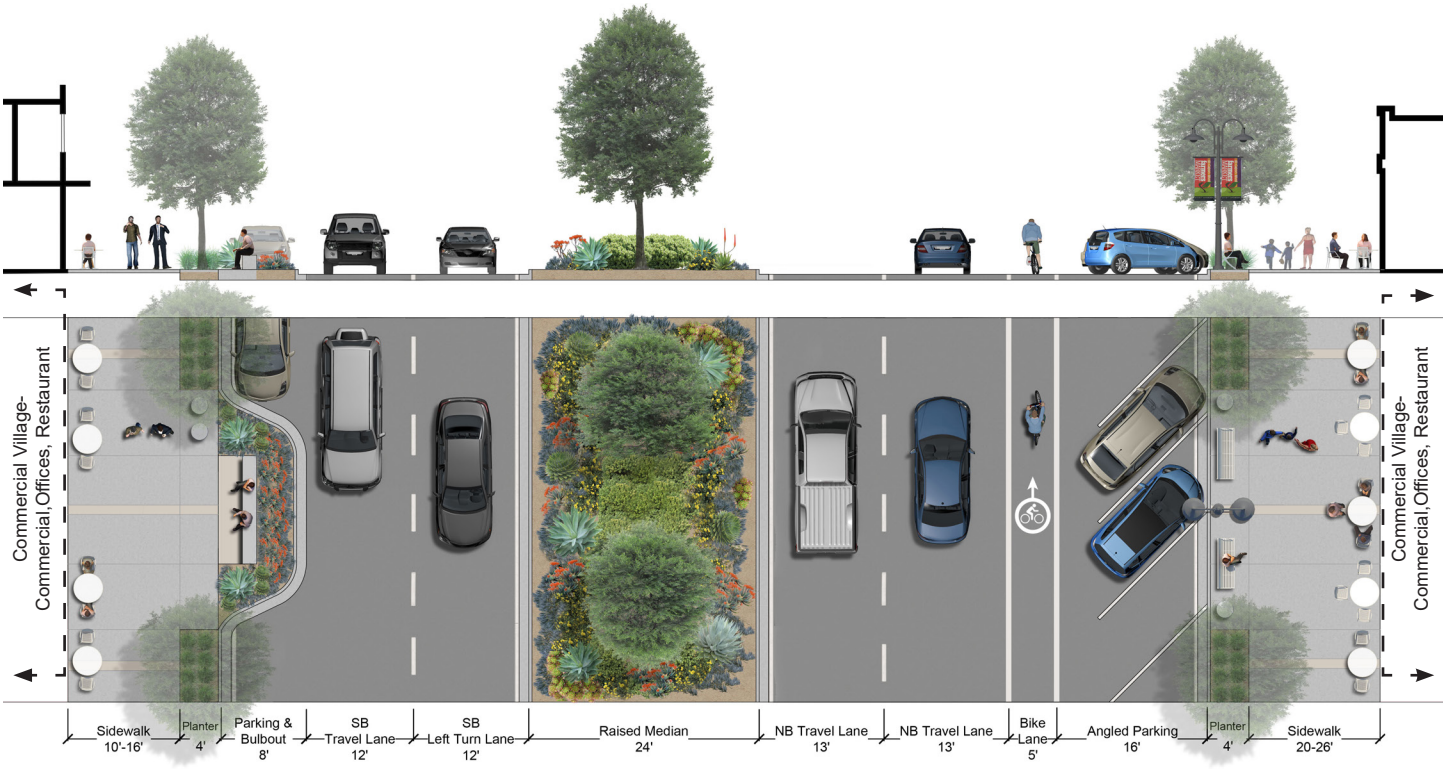


Figure 17 - El Cajon Boulevard North - Section

Green Street Gateway Composition:

+ **Existing curb to curb is 113'-135'**
+ **Proposed curb to curb is 103'**
+ **Proposed Southbound lanes composed of one travel lane, a left turn lane, parallel parking with bulbouts, parkway and sidewalk**
+ **Proposed Northbound lanes are composed of two travel lanes, bike lane, diagonal parking, parkway and sidewalk**
+ **Street Trees and Landscape may extend into parking bays at key points**

4.4 EL CAJON BOULEVARD - ROUNDABOUTS

A series of roundabouts are proposed along El Cajon Boulevard to offer traffic calming enhancements while reinforcing the gateway experience. The integration of the roundabouts will result in additional public right-of-way which can be transformed into public plazas and gathering spaces. Thoughtful and community-based public art opportunities exist at the center of each roundabout signifying the arrival into the District while celebrating local heritage and culture. As an added benefit, roundabouts help to improve air quality and GHG reduction by eliminating idling vehicles.

A roundabout that functions as public open space

Roundabouts offer additional planting area within the public realm

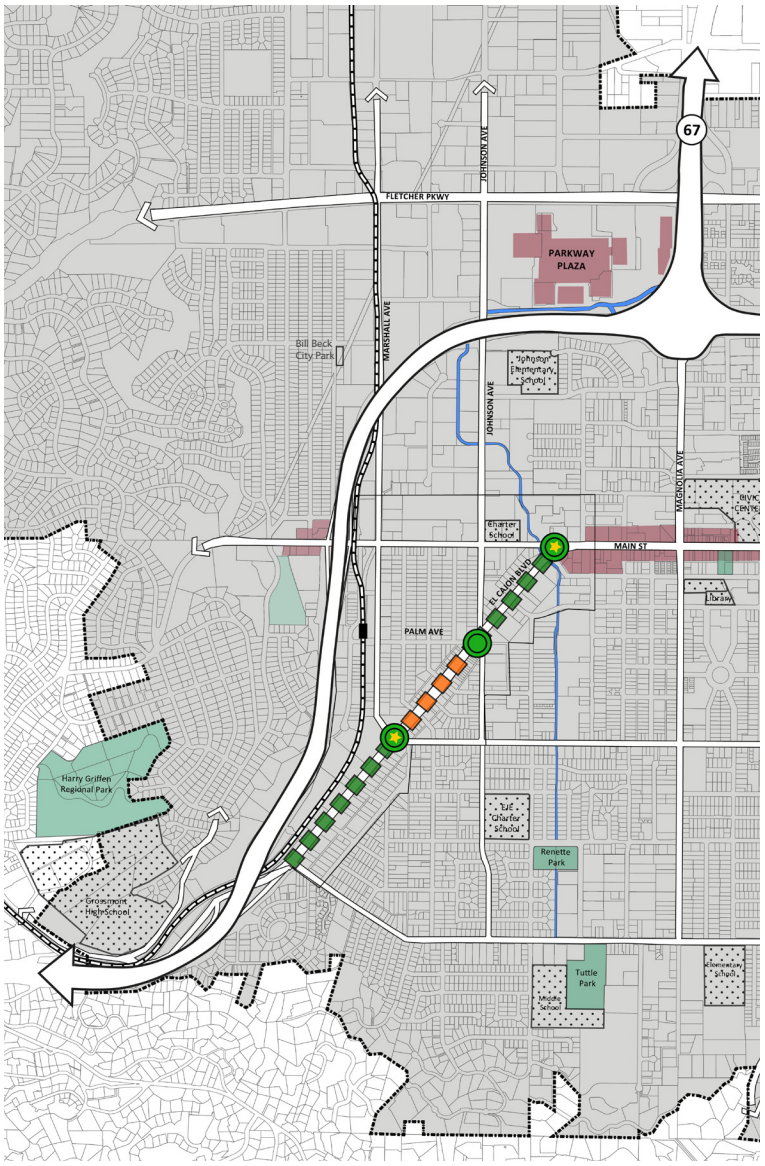


Figure 18 - El Cajon Boulevard Roundabouts

PROPOSED ROUNDABOUT- EL CAJON BOULEVARD AND S. JOHNSON AVENUE

Roundabouts Objectives:

+ **Simplify complex intersections**
+ **Function as gateway elements**
+ **Opportunities for public plazas**
+ **Improve connectivity to transit and neighborhoods**
+ **Enhance public safety**

Roundabout Composition:

+ **Single lane roundabout**
+ **100 foot external diameter with 50 foot internal diameter**
+ **Provides public plaza opportunities on the northeast and southwest corners**
+ **Plan for removable bollards in some locations where community events may take place on the street**

Figure 19 - El Cajon Boulevard Roundabout w/ Johnson

Two examples of street corners transformed into functional, public plaza open space

PROPOSED ROUNDABOUT - EL CAJON BOULEVARD AND MARSHALL AVENUE/ WASHINGTON AVENUE

Roundabouts Objectives:

+ **Potential gain of public space**
+ **Corner plaza with integrated bus stops**
+ **Opportunities for public plazas**
+ **Integrate street signage and lighting**
+ **Integrate public art**
+ **Preserve on-street parking**
+ **Ensure truck, commercial and emergency vehicle access through roundabouts**

Roundabout Composition:

+ **Single land roundabout**
+ **100 foot external diameter with 50 foot internal diameter**
+ **Exclusive northeast bound right-turn lane**
+ **Exclusive northwest bound right-turn lane**
+ **Potential for public plaza on the northeast corner**

Figure 20 - El Cajon Boulevard Roundabout w/ Washington Ave.

Examples of integrated public art within a roundabout. Art features act as beacons, announcing entry into the community

PROPOSED ROUNDABOUT- EL CAJON BOULEVARD AND MAIN STREET

Roundabouts Objectives:

+ **Potential gain of public space**
+ **Node and creek highlight**
+ **Integrate public art**

Roundabout Composition:

+ **Single lane roundabout**
+ **100 foot external diameter with 50 foot internal diameter**
+ **Exclusive east bound right-turn lane**
+ **Exclusive west bound right-turn lane**
+ **Potential for public plazas on the east, west and south corners of the roundabout**

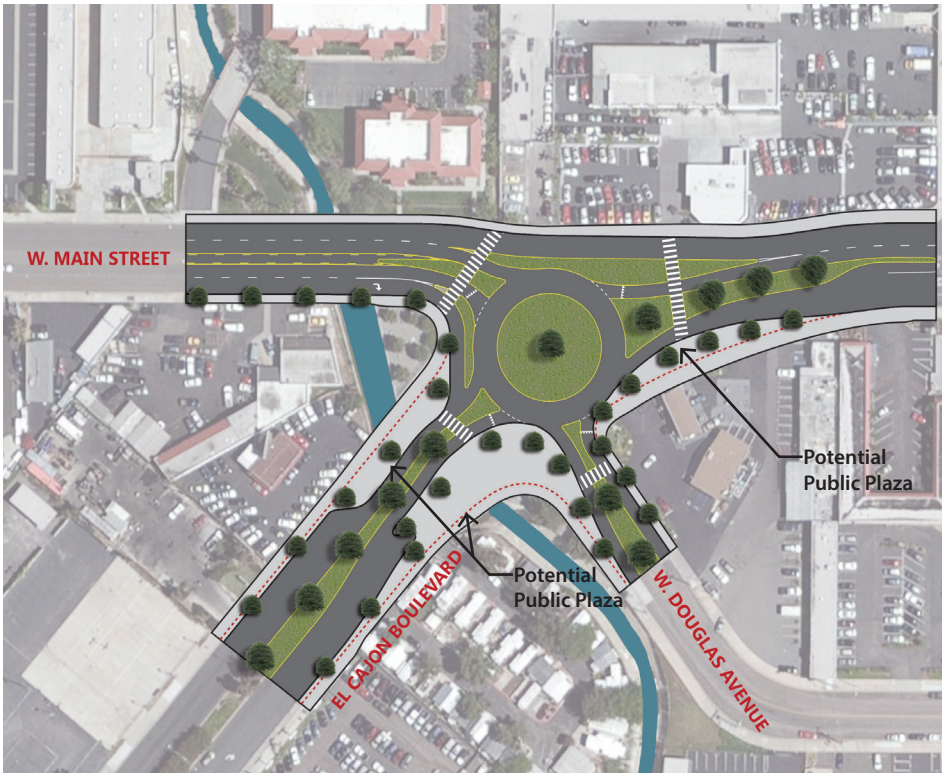
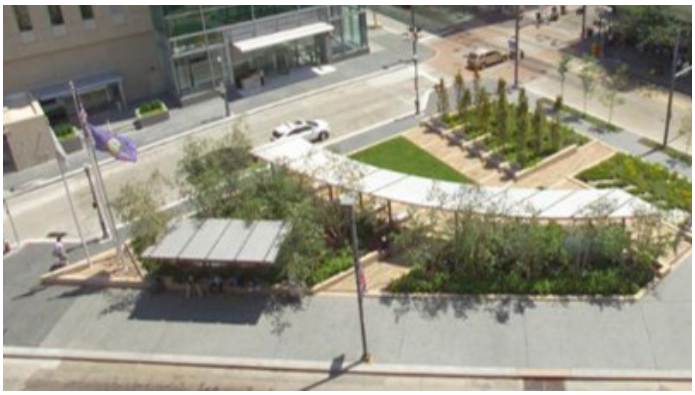
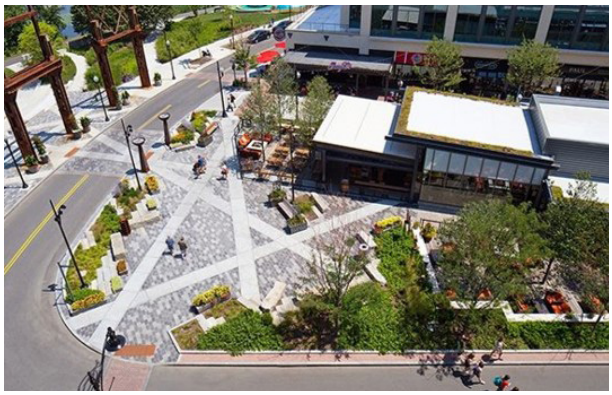


Figure 21 - El Cajon Boulevard Roundabout w/Main St.





Examples of street corners transformed into contemporary public plaza spaces

4.5 MAIN STREET - GREEN STREET "GATEWAY"

Main Street, from Marshall Avenue to El Cajon Boulevard, is another critical gateway into downtown El Cajon. This stretch of Main Street can function as a green street gateway through the implementation of an enhanced urban forest with tree lined parkways and bulb-outs, bioswales, directional and community signage, bike lanes, thematic street lighting, site furnishings, and enhanced pedestrian crossings. Site furnishings, lighting, and hardscape materials should represent an extension of those found on Main Street within

Tree lined streets and landscaped parkways provide a pedestrian scale.

Flow through planters are part of the green infrastructure utilized to reduce and treat stormwater at its source

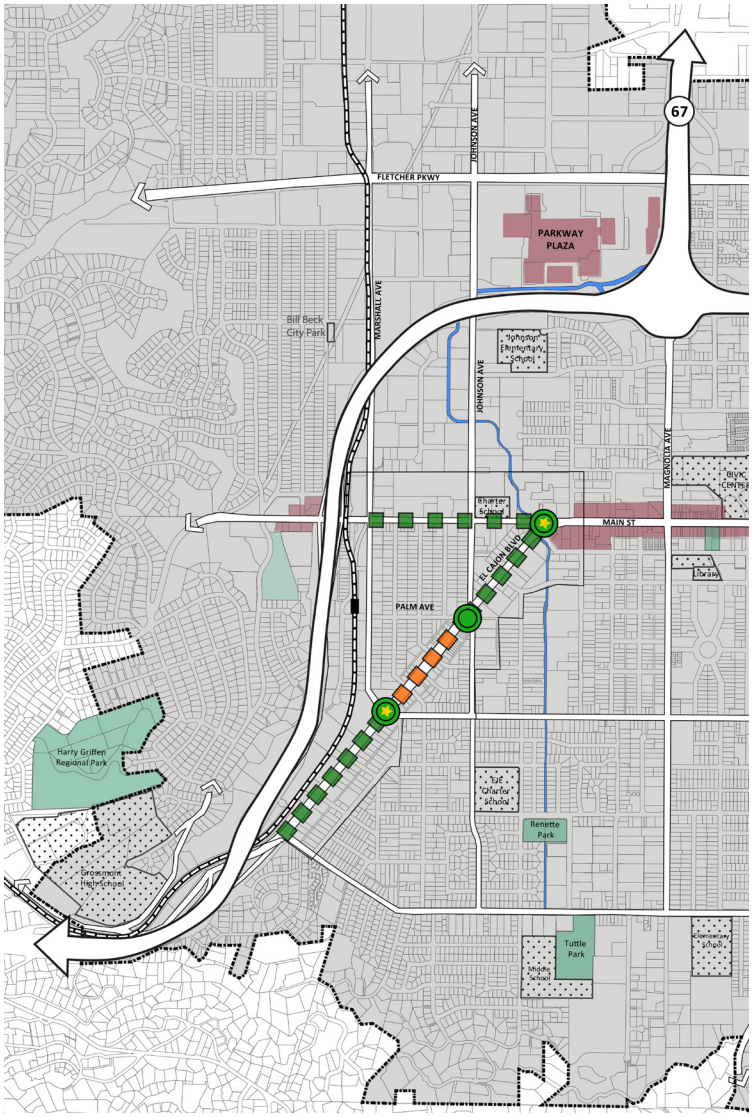


Figure 22 - Main Street

LEGEND

- Green Street "Gateway"
- Village Retail Streetscape
- Gateway Roundabout
- Neighborhood Roundabout

GREEN STREET GATEWAY- MAIN STREET FROM MARSHALL AVENUE TO EL CAJON BOULEVARD

Green Street "Gateway" Objectives:

+ **Traffic calming strategies implemented through end of block and mid-block bulb-outs**
+ **Tree lined street strengthens the urban canopy and provides shade for the street and sidewalk**
+ **Implementation of green infrastructure through the use of bioswales to filter stormwater and reduce runoff**
+ **Enhanced pedestrian crossings create a safe environment for pedestrians**
+ **Material cues from Downtown Main Street are implemented within the "Gateway"**

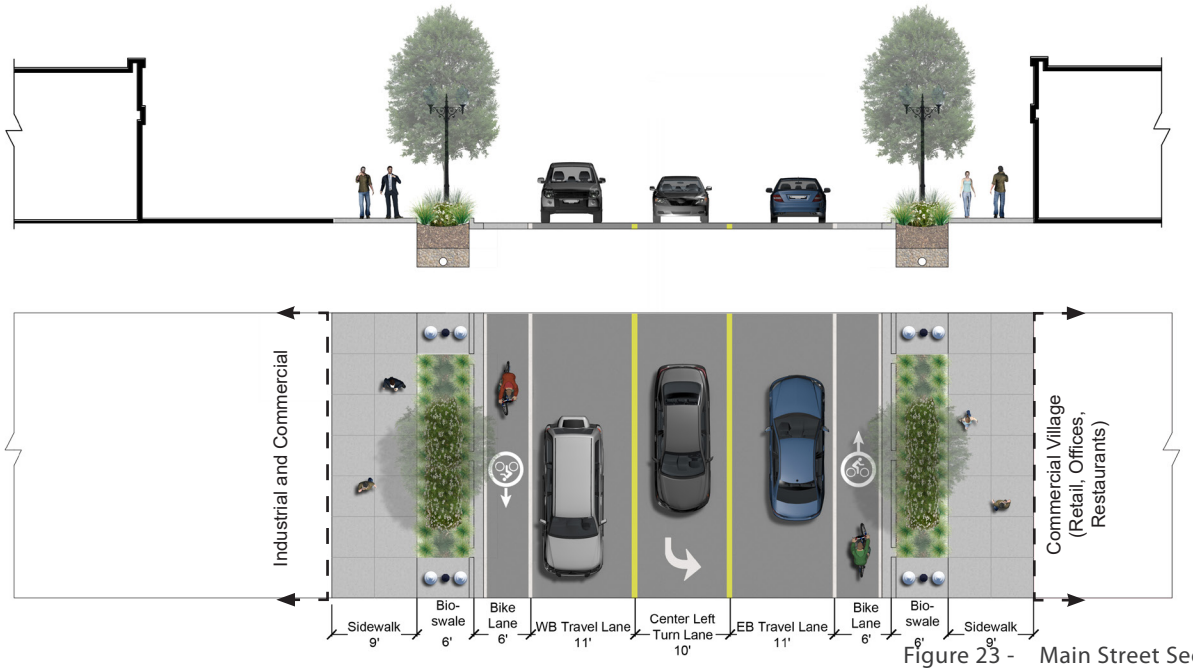


Figure 23 - Main Street Section

Green Street Gateway Composition:

+ **Existing curb to curb is 64'**
+ **Proposed curb to curb is 44'**
+ **Proposed Westbound lane composed of one travel lane, and sidewalk with bioswale**
+ **Proposed Eastbound lane composed of one travel lane, and sidewalk with bioswale**
+ **Center left turn lane**

4.6 MARSHALL AVENUE - MULTI-MODAL CONNECTOR

Marshall Avenue is at the heart of the Transit District and connects Fletcher Parkway to El Cajon Boulevard. Streetscape enhancements include landscaped and tree lined parkways, street bulb-outs, southbound and northbound bike lanes, lighting, signage and street furniture. These improvements will transform Marshall Avenue into a truly multi-modal connector that benefits pedestrians, cyclists and motorists by addressing the critical "last mile" of connectivity to the transit station.

Street trees provide shade and help to reduce temperatures on sidewalks, roadways, and buildings

Designated bike lanes create a safe environment for cyclists and motorists

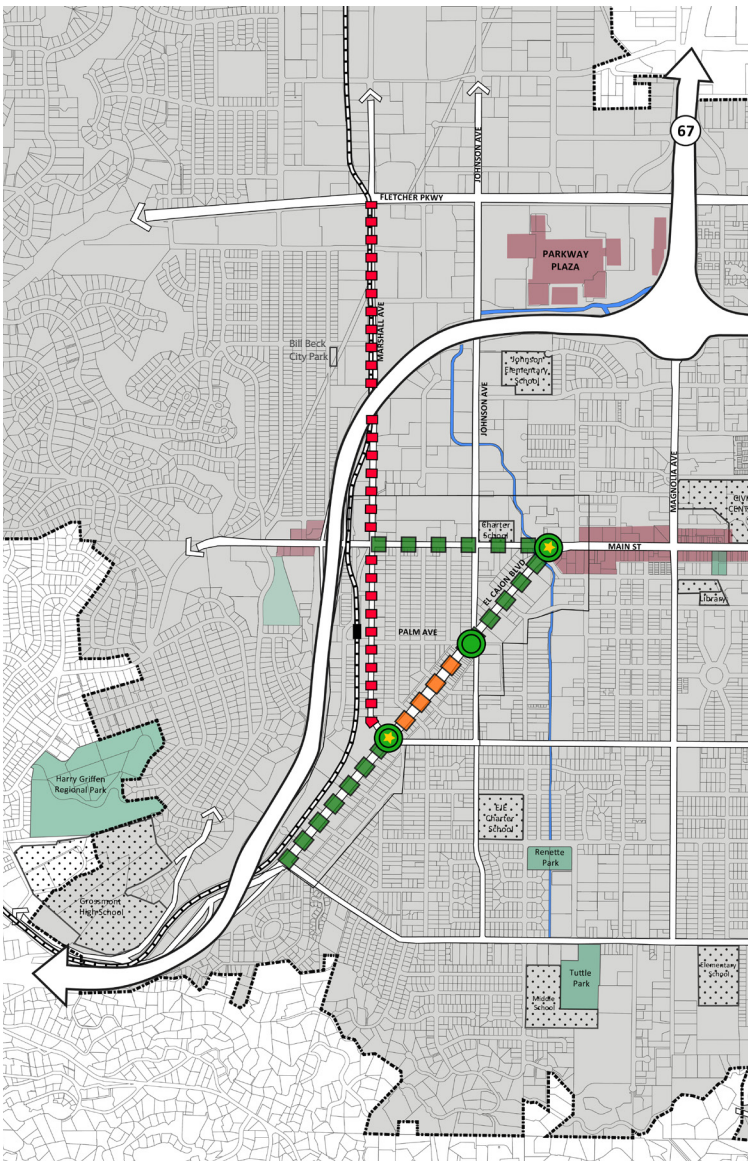


Figure 24 - Marshall Avenue

LEGEND

- Green Street "Gateway"
- Village Retail Streetscape
- Multi-modal Streetscape
- Gateway Roundabout
- Neighborhood Roundabout

MULTI-MODAL CONNECTOR - MARSHALL AVENUE FROM W. MAIN STREET TO EL CAJON BOULEVARD

Multi-modal Connector Objectives:

+ **Enhance connectivity to transit**
+ **Promote multi-modal circulation**
+ **Enhanced pedestrian walkways**
+ **Tree lined streets provide shade for the street and sidewalk**
+ **Lighting, signage, and street furniture help to define the character of the Transit District**
+ **Street bulb-outs create additional area for landscape while providing traffic calming measures**

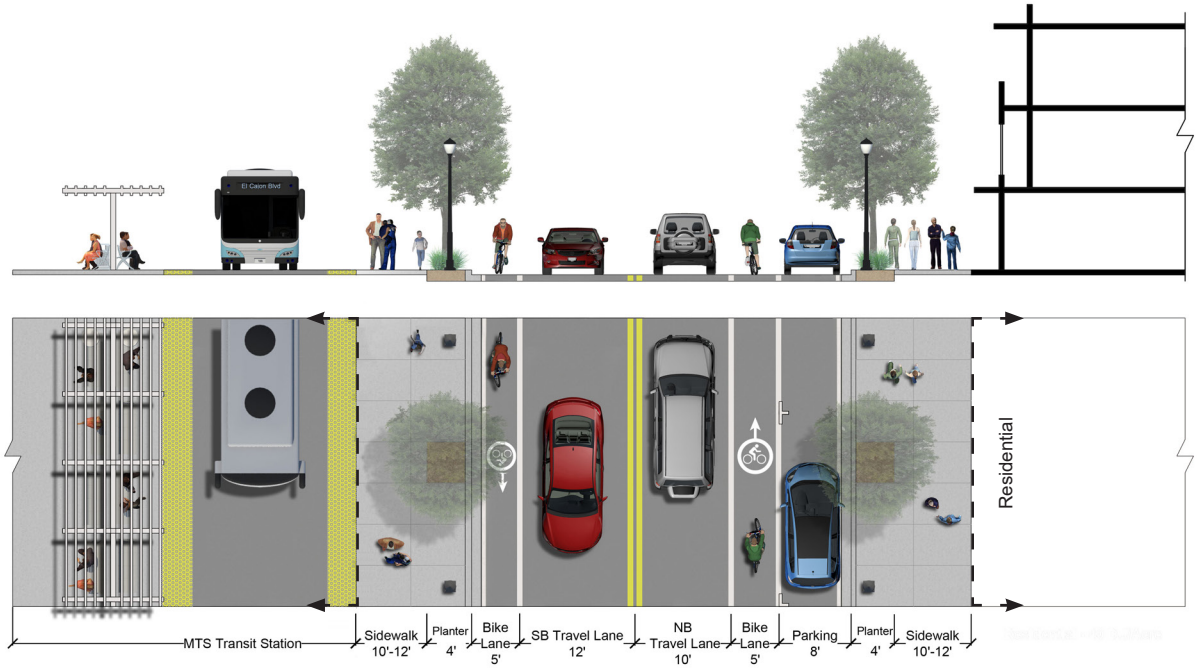


Figure 25 - Marshall Avenue Section

Green Street Gateway Composition:

+ **Existing curb to curb is 50'**
+ **Proposed curb to curb is 40'**
+ **Proposed Southbound lanes composed of one travel lane, bike lane, and sidewalk with tree planters**
+ **Proposed Northbound lanes are composed of one travel lane, bike lane, parallel parking, and sidewalk with tree planters**
+ **Proposed street improvements North of W. Main St. include a two-way cycle track on the Northbound side of the street**

4.7 JOHNSON AVENUE - NEIGHBORHOOD TRAIL STREETSCAPE

Johnson Avenue provides an important north/ south connection trough the City core linking Fletcher Parkway to Chase Avenue, Tuttle Park, Renette Park, EJE Charter School, the Transit District, Liberty Academy and Parkway Plaza . Given this critical connectivity, Johnson Avenue can be enhanced through the implementation of a multi-use neighborhood trail. A tree lined, landscaped parkway and widened path for pedestrian and cyclists within the eastern right-of-way creates a safe and comfortable route for multi-modal travel.

Simple and effective striping designates paths of travel on the trail

A neighborhood trail provides connections within the community for walkers and cyclists

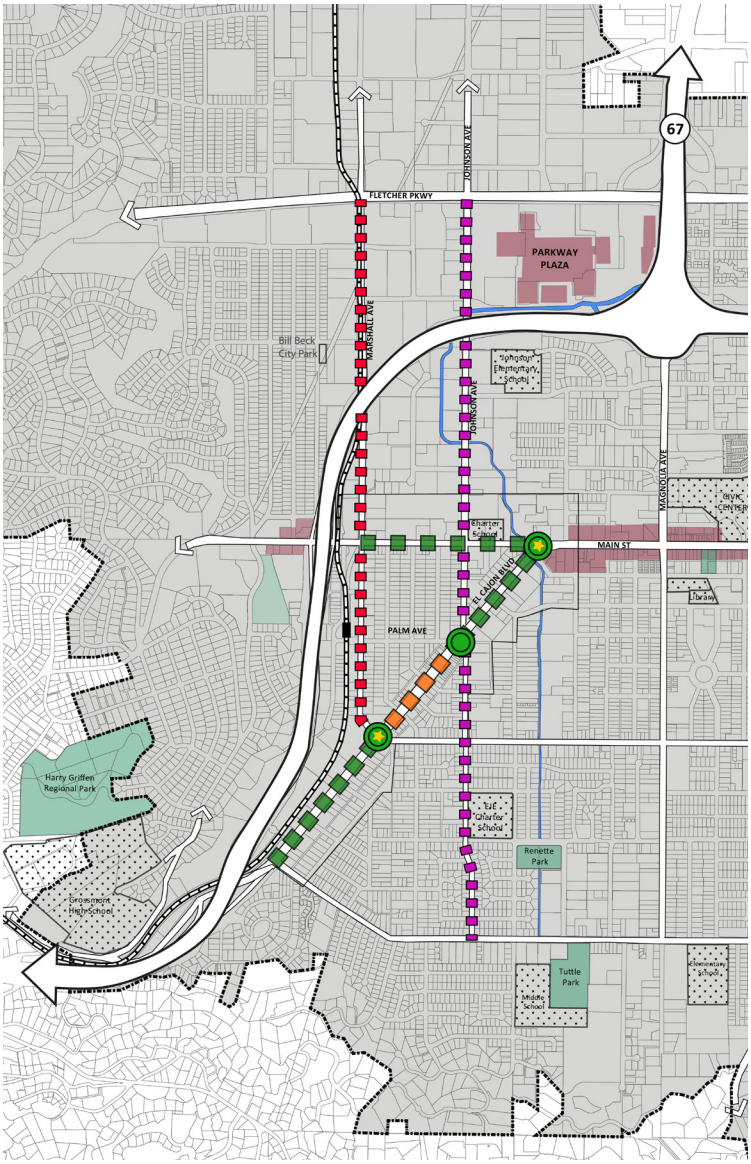


Figure 26 - Johnson Avenue

LEGEND

- Green Street "Gateway"
- Village Retail Streetscape
- Neighborhood Trail Streetscape
- Multi-modal Streetscape
- Gateway Roundabout
- Neighborhood Roundabout

NEIGHBORHOOD TRAIL STREETSCAPE - JOHNSON AVENUE FROM WEST MAIN STREET TO EL CAJON BOULEVARD

Neighborhood Trail Objectives:

+ **Accentuate north/south pedestrian connectivity through El Cajon and the Transit District**
+ **Implement a multi-use trail for pedestrians and cyclists**
+ **Enhanced pedestrian walkways**
+ **Tree lined streets provide shade for the street and sidewalk**
+ **Street bulb-outs create additional area for landscape while providing traffic calming measures**
+ **Improve routes to school and neighborhood parks**

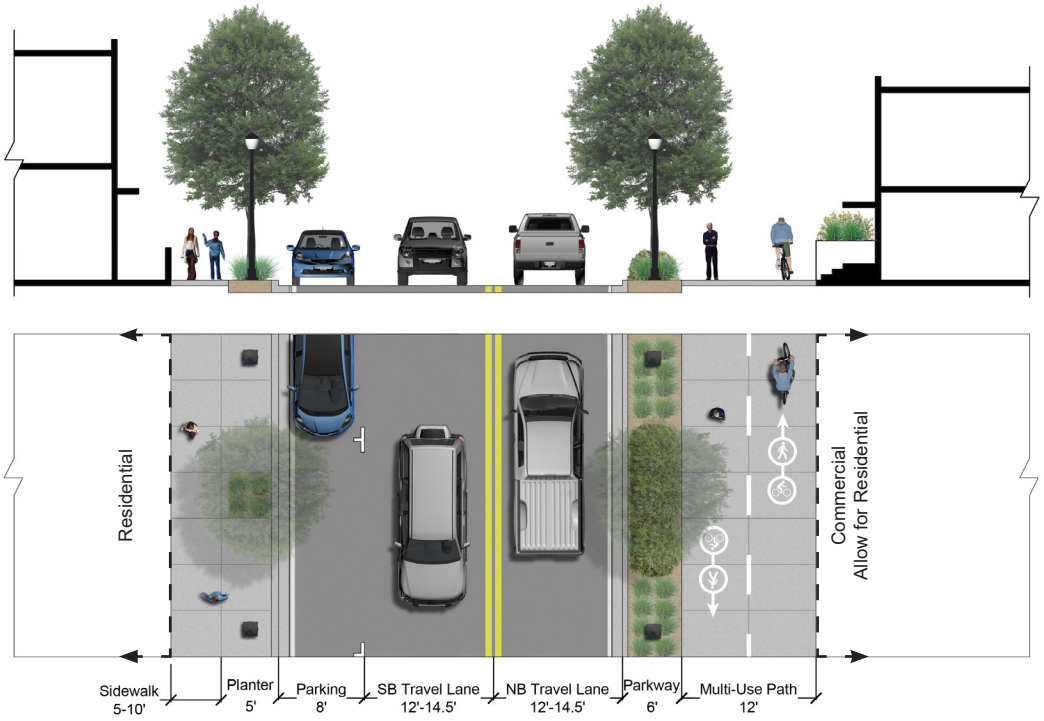


Figure 27 - Johnson Avenue Section A

Neighborhood Trail Composition:

+ **Existing curb to curb is 40-45'**
+ **Proposed curb to curb is 32-37'**
+ **Proposed Southbound lanes composed of one travel lane, parallel parking, and sidewalk with tree planters**
+ **Proposed Northbound lanes are composed of one travel lane and a multi-use pathway with parkway**

NEIGHBORHOOD TRAIL STREETSCAPE - JOHNSON AVENUE FROM WEST MAIN STREET TO I-8 EAST BOUND OFF RAMP

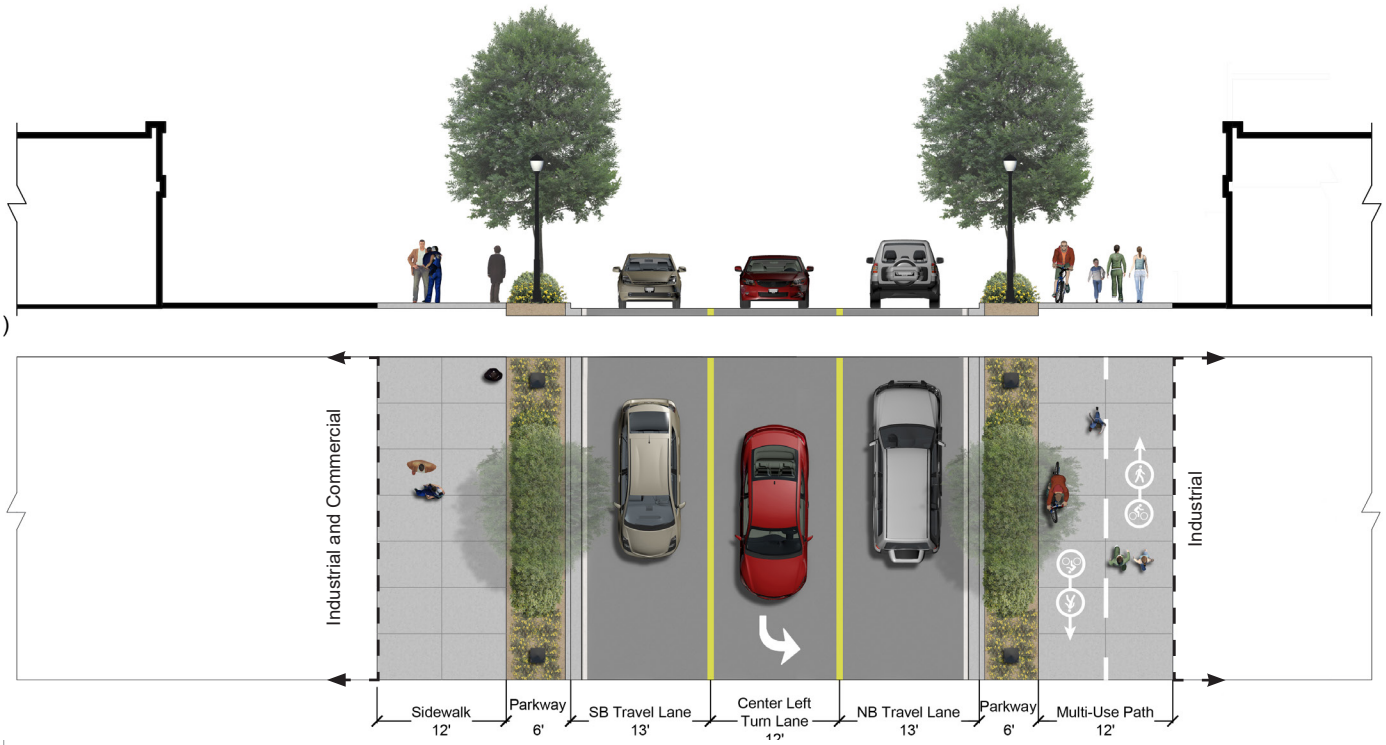


Figure 28 - Johnson Avenue Section B

Neighborhood Trail Composition:

- **Existing curb to curb is 64'**
- **Proposed curb to curb is 38'**
- **Proposed Southbound lane composed of one travel lane with sidewalk and parkway**
- **Proposed Northbound lane are composed of one travel lane and a multi-use pathway with parkway**
- **Center left turn lane**

NEIGHBORHOOD TRAIL STREETSCAPE - JOHNSON AVENUE FROM I-8 EAST BOUND ON RAMP TO I-8 WEST BOUND OFF RAMP

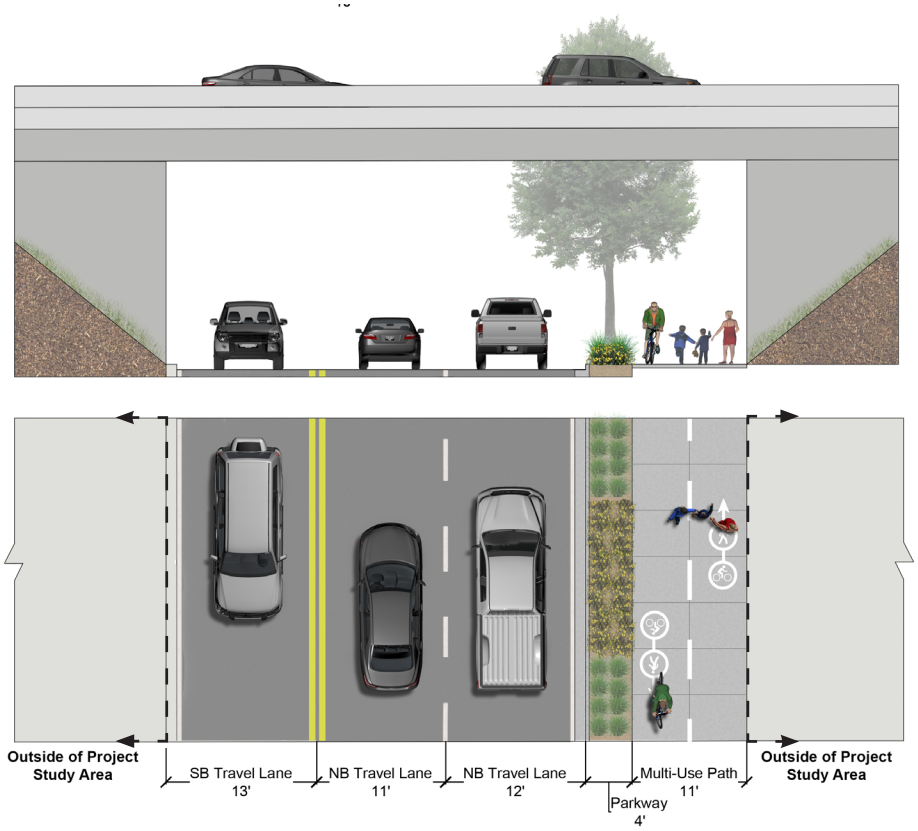


Figure 29 - Johnson Avenue Section C

Neighborhood Trail Composition:

- **Existing curb to curb is 50'**
- **Proposed curb to curb is 30'**
- **Proposed Southbound lane composed of one travel lane**
- **Proposed Northbound lanes are composed of two travel lanes with a multi-use pathway and parkway**

NEIGHBORHOOD TRAIL STREETSCAPE - JOHNSON AVENUE FROM I-8 WEST BOUND ON RAMP TO FLETCHER PARKWAY

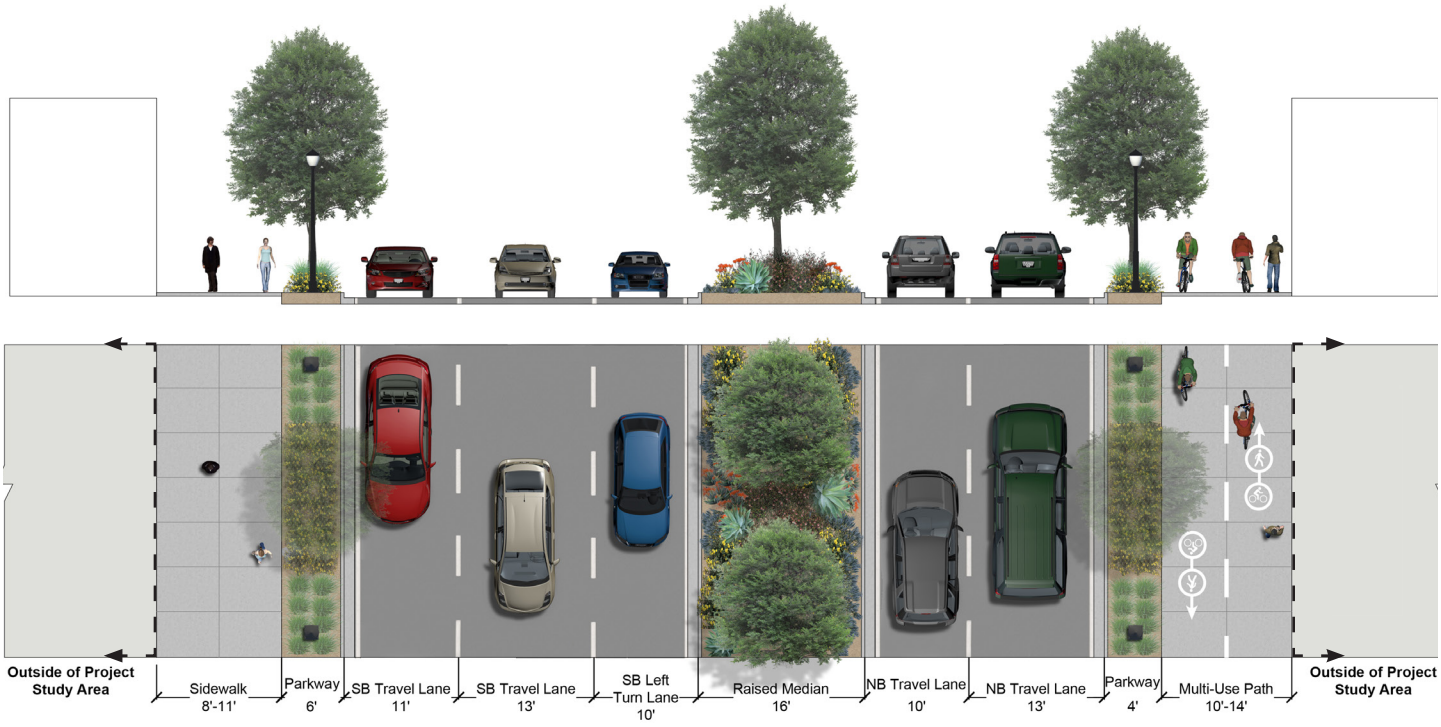


Figure 30 - Johnson Avenue Section D

Neighborhood Trail Composition:

- **Existing curb to curb is 78'**
- **Proposed curb to curb is 63'**
- **Proposed Southbound lanes composed of two travel lanes, one left turn lane, and sidewalk with parkway**
- **Proposed Northbound lanes are composed of two travel lanes and a multi-use pathway with parkway**
- **Vegetated median**

4.8 WEST PALM AVENUE - RESIDENTIAL STREETSCAPE

West Palm Avenue is a heavily traveled pedestrian connection that links El Cajon Boulevard and Marshall Ave while terminating at the Transit Station. The goals of the streetscape improvements along West Palm Avenue are to improve walkability for pedestrians and accentuate the connectivity from El Cajon Boulevard to the Transit Station. Enhancing this pedestrian route with landscaped parkways and accent trees will provide much needed shade along the sidewalks and roadway. A similar tree strategy is proposed throughout each of the residential streets in the District where non-contiguous walkways are present.

LEGEND

- Green Street "Gateway"
- Village Retail Streetscape
- Neighborhood Trail Streetscape
- Multi-modal Streetscape
- Neighborhood Streetscape
- Gateway Roundabout
- Neighborhood Roundabout

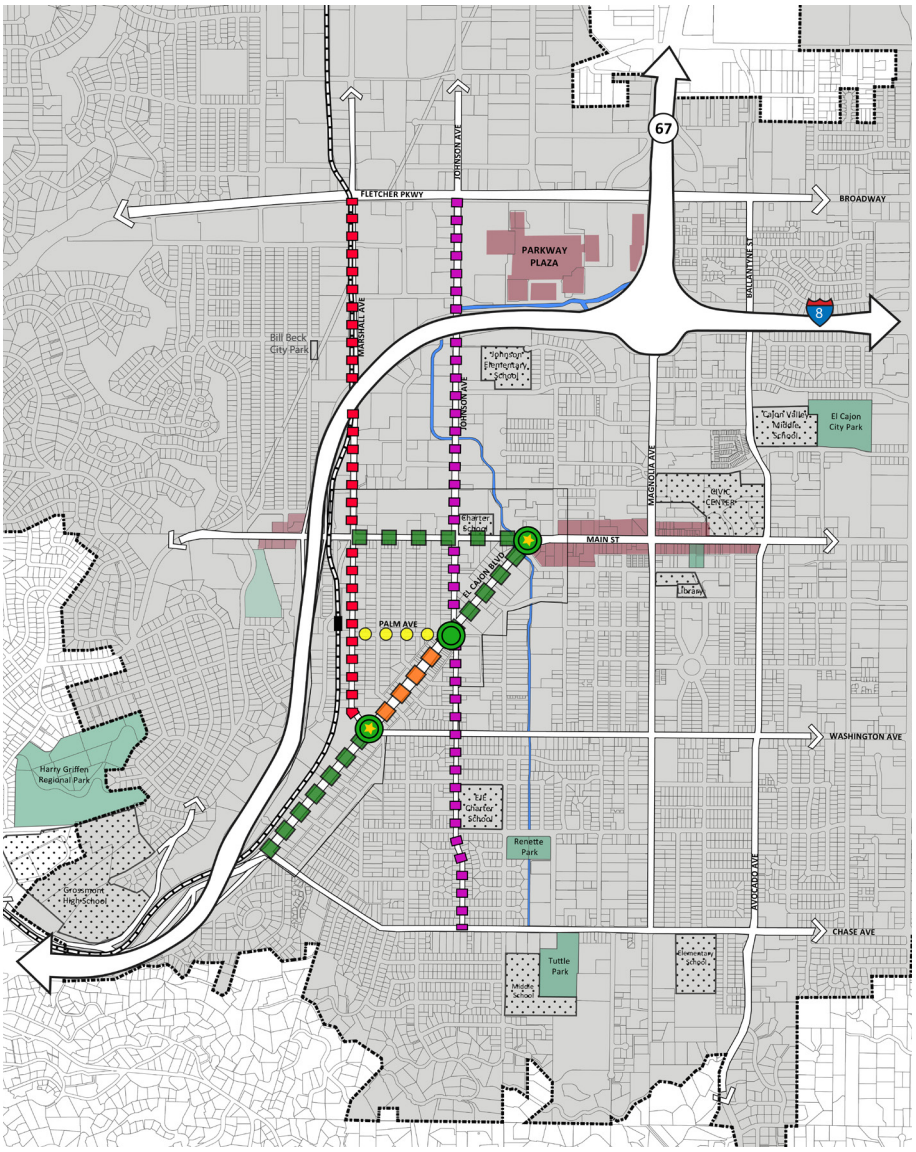


Figure 31 - West Palm Avenue

RESIDENTIAL STREETSCAPE - WEST PALM AVENUE FROM MARSHALL AVENUE TO EL CAJON BOULEVARD

Residential Streetscape Objectives:

+ **Accentuate pedestrian connectivity from El Cajon Boulevard to the Transit Station**
+ **A tree lined street provides shade for the street and sidewalk**
+ **Landscape parkways**

Residential Streetscape:

+ **Existing curb to curb is 35'**
+ **Preserve existing curb alignment**
+ **Existing eastbound lane composed of one travel lane, parallel parking, and sidewalk with parkway**
+ **Existing westbound lane composed of one travel lane, parallel parking, and sidewalk with parkway**

4.9 STREET TREE PROGRAM

A well developed urban forest provides numerous environmental and social benefits while enhancing the character of a community. The City Urban Forestry Program establishes policies and regulations for the planting, maintenance, and preservation of the urban forest. Street trees are encouraged to be planted throughout the El Cajon Transit District.

Benefits of the urban forest and tree lined streets:

+ **Creates a comfortable human experience by giving scale to the streetscape, enhancing walkability and quality of life**
+ **Helps to define urban corridor gateways and improves the aesthetic of the community**
+ **Provides shade on the streets and sidewalks, lowers temperature and combating the heat island effect**
+ **Reduces energy costs associated with cooling buildings**
+ **Increases property values**
+ **Trees reduce air pollution, improves air quality and public health**
+ **Trees absorb carbon dioxide, sequester carbon in wood and reduce greenhouse gases**
+ **Reduces runoff during a storm event and provides stormwater retention**
+ **Reduces traffic speeds and creates a safer environment for pedestrians, cyclists, and drivers**

The following street tree list contains existing street trees found in and around the Transit District Study Area and proposes new trees that compliment the existing urban forest. Tree selections are based on specific qualities of trees that include: adaptation to the local climate, drought and heat tolerance, low maintenance, appropriate form and scale, and structural stability.

STREET TREE PALETTE

LEGEND ABBREVIATIONS

A = Accent
D = Deciduous tree
E= Evergreen
EX = Existing
P = Palm
N = Native

EL CAJON BOULEVARD - GREEN STREET GATEWAY

LOCATION	BOTANICAL NAME	COMMON NAME	DESCRIPTION
Median	Cercidium x 'Desert Museum'	Palo Verde	D, EX
Median	x Chitalpa tashkentensis	Pink Dawn Chitalpa	D
Parkway	Magnolia grandiflora	Southern Magnolia	E
Median	Pinus canariensis	Canary Island Pine	E

EL CAJON BOULEVARD - VILLAGE RETAIL STREETSCAPE

LOCATION	BOTANICAL NAME	COMMON NAME	DESCRIPTION
Median	Cercidium x 'Desert Museum'	Palo Verde	D, EX
Bioswale	Tipuana Tipu	Tipu Tree	N
Parkway	Geijera parviflora	Australian Willow	E
Parkway	Prosopis Glandulosa	Honey Mesquite	A, N
Parkway	Chilopsis Linearis	Art's Seedless Desert Willow	A, N
Parkway	Magnolia grandiflora	Southern Magnolia	E
Median	Pinus canariensis	Canary Island Pine	E, EX

EL CAJON BOULEVARD - ROUNDABOUTS

LOCATION	BOTANICAL NAME	COMMON NAME	DESCRIPTION
Roundabout	Quercus Agrifolia	Coast Live Oak	A, N

MAIN STREET - GREEN STREET GATEWAY

LOCATION	BOTANICAL NAME	COMMON NAME	DESCRIPTION
Bioswale	Cercis occidentalis	Western Redbud	D, N
Parkway	Hymenosporum flavum	Sweetshade	E
Parkway	Koelreuteria bipinnata	Chinese Flame Tree	D
Parkway	Magnolia grandiflora	Southern Magnolia	E
Bioswale	Platanus racemosa	California Sycamore	D, N
Median	Prosopis Glandulosa	Honey Mesquite	N

MARSHALL AVENUE - MULTI-MODAL CONNECTOR

LOCATION	BOTANICAL NAME	COMMON NAME	DESCRIPTION
Parkway	Hymenosporum flavum	Sweetshade	E
Parkway	Lophostemon confertus	Brisbane Box	E
Parkway	Tristania laurina	Elegant Water Gum	E
Parkway	Prosopis Glandulosa	Honey Mesquite	N

JOHNSON AVENUE - NEIGHBORHOOD TRAIL STREETSCAPE

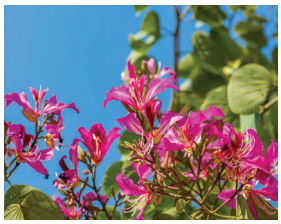
LOCATION	BOTANICAL NAME	COMMON NAME	DESCRIPTION
Parkway	Geijera parviflora	Australian Willow	E
Parkway	Hymenosporum flavum	Sweetshade	E
Parkway	Metrosideros excelsa	New Zealand X-Mas Tree	E,A
Parkway	Rhus lancea	African Sumac	E

WEST PALM AVENUE - RESIDENTIAL STREETSCAPE

LOCATION	BOTANICAL NAME	COMMON NAME	DESCRIPTION
Parkway	Cercidium X 'Desert Museum'	Desert Museum Palo Verde	A, N
Parkway	Bauhinia x blakeana	Hong Kong Orchid	D, A
Parkway	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	E

GENERAL RESIDENTIAL STREETSCAPE

LOCATION	BOTANICAL NAME	COMMON NAME	DESCRIPTION
Parkway	Hymenosporum flavum	Sweetshade	E
Parkway	Koelreuteria bipinnata	Chinese Flame Tree	D


Bauhinia x blakeana


Cercidium x 'Desert Museum'

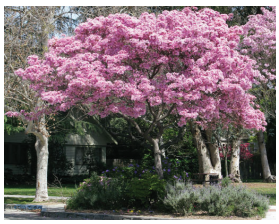

Cercis occidentalis


x Chitalpa tashkentensis


Chilopsis Linearis


Corymbia ficifolia


Geijera parviflora


Handroanthus heptaphyllus


Hymenosporum flavum


Koelreuteria bipinnata


Lophostemon confertus


Metrosideros excelsa


Magnolia grandiflora


Pinus canariensis


Platanus racemosa


Quercus Agrifolia


Rhus lancea


Prosopis Glandulosa


Tipuana Tipu


Tristania laurina

05

Community Design

5.1 DESIGN PRINCIPLES

Figure 32 - *Community Framework Plan* highlights the key elements that make up the urban design concept for the TDSP. To complement this, the design guidelines in this section provide direction on the design of the public realm, site design and building architecture. The overarching design objectives of the TDSP may be summarized in the following eight principles:

+ **Enhance Pathways to Transit**
+ **Highlight Activity Nodes and Gateways**
+ **Develop a Village with Unique Identity and Character**
+ **Encourage Gathering Spaces, Courtyards and Plazas**
+ **Make Parking Unobtrusive to Pedestrians**
+ **Provide Buffers and Transitions**
+ **Support Positive Street Frontages and Land Use Interfaces**

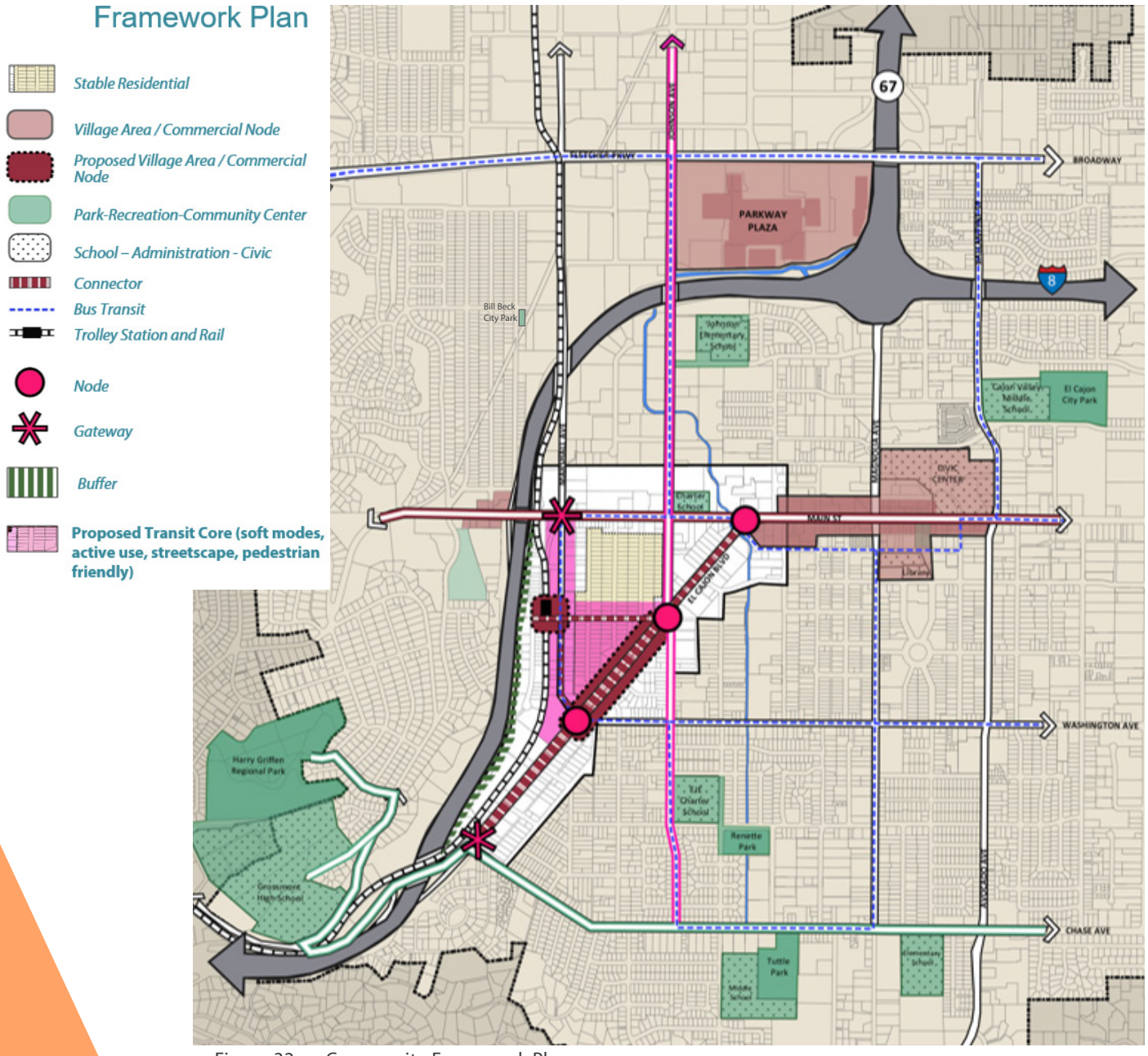


Figure 32 - Community Framework Plan

5.2 DESIGN GUIDELINES

Through the thoughtful design of buildings and open spaces, future development in the TDSP will result in a dynamic, environmentally sustainable and visually rich urban environment that supports transit ridership, social interaction, community pride and a sense of place and safety. The following design guidelines provide guidance on public realm design, site design, and building architecture in the TDSP. New or substantially modified projects will be evaluated based on conformance with overall design principles

PUBLIC REALM

+ **Plazas**

Pedestrian plazas (either within the interior of a development or at building street corners) should be provided where possible to help activate street corners, provide a foreground to building entrances, and create gathering spaces for the community.

+ **Gateways**

Gateways into the district should be highlighted at key intersections in the community. Gateways should incorporate any or all of the following elements:

a) Distinct building forms

b) Accentuated building corners and frontages

c) Dedicated entry court, public plaza, public art

d) Unique signs, landscape features and lighting

e) A change in materials, a corner plaza or entry feature

f) An increase in the overall building height at the corners

+ **Street Corners**

Street corners should be accentuated through building and site design (with greater attention placed on building entrances, art, signage, lighting, landscaping and building form, scale and materials at the street corner).

+ **Active Street Frontages**

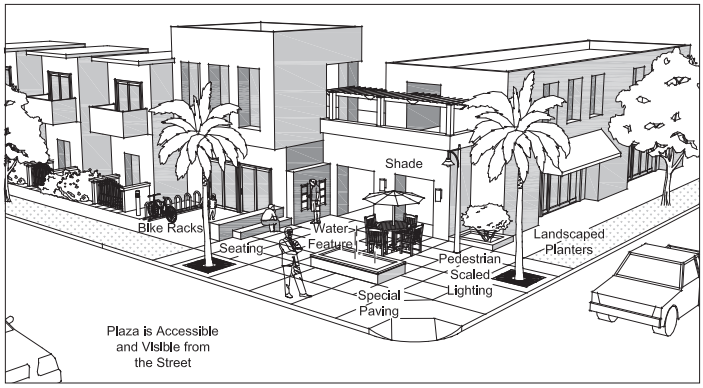
Buildings and development shall be oriented towards streets, open spaces and the transit station and shall present an inviting, attractive and engaging facade to passersby.

a) Residential Buildings should provide a minimum of two frontage elements (as shown on Table 4) along the front and street side yards of the design:

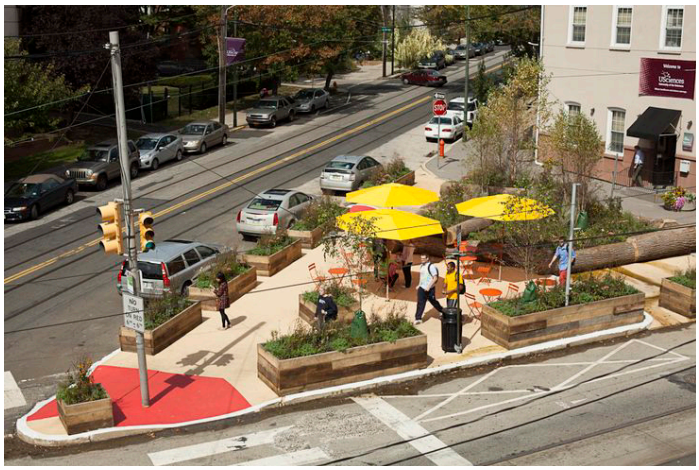
b) Commercial Buildings should adhere to the following storefront design guidelines (shown on Figure 33):

c) Mixed-Use Buildings should provide a minimum of two frontage elements (as shown on Table 4) along the front and street side yards of the design AND adhere to storefront design standards (as shown on Figure 33).

d) Large Format Commercial Buildings should activate street frontages as appropriate.

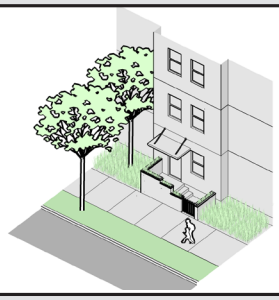


Provide corner plazas with amenities for pedestrians and cyclists and with entry features, such as a fountain or artwork

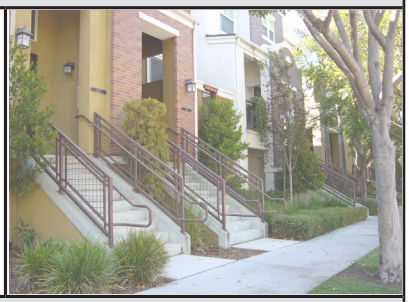


Street corners and excess right-of-way can be reclaimed as "pocket plazas" with shade, seating and landscape

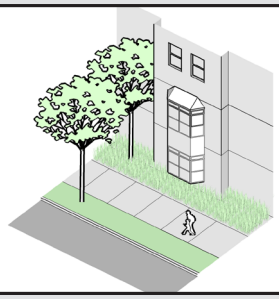
A. PORCH, PATIO, YARD & STOOP



A raised platform or exterior finished floor area projecting in front of the entrance of a building that may be partially or fully covered to provide shelter, and is level with or near the ground floor elevation of the building



B. BAY WINDOW

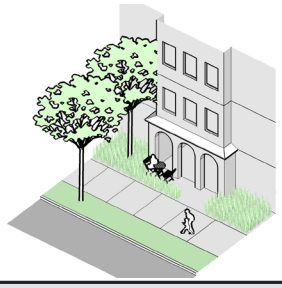


A window built to project outward from the building facade and with glazing on three sides

C. BALCONY

A projection that may be supported by columns or cantilevered from the building and open on a minimum of three sides

D. ARCADE, COLONNADE, GALLERY



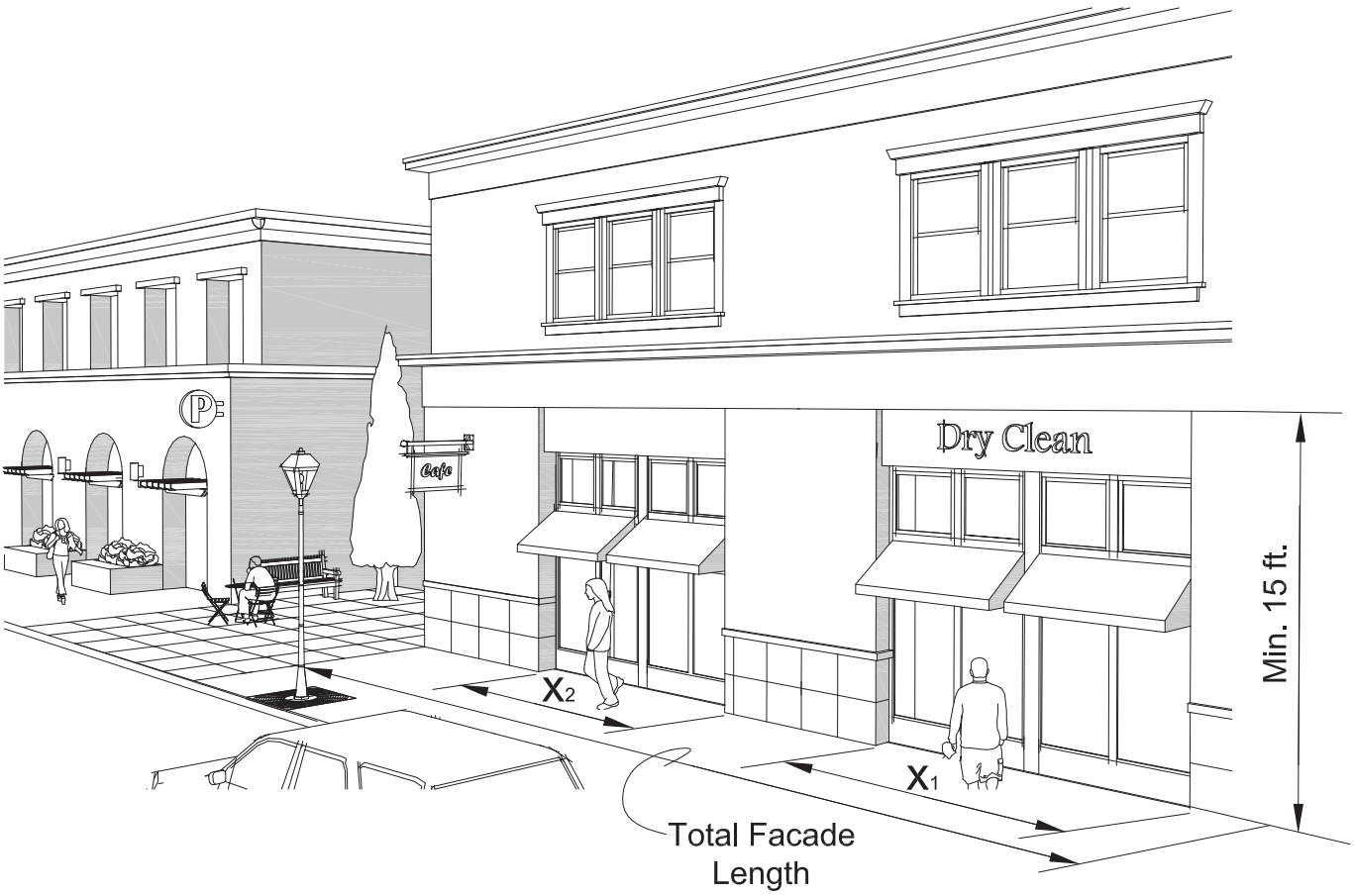
A series of openings or facade details that approximate the scale of an entryway into the building and are open to the exterior on at least one side

E. AWNING, CANOPY, MARQUEE, SUNSHADE, TRELLIS

A projection from the building facade and above a door or window whose primary purpose is to provide shade and covering from the elements

Table 4 - Frontage Types

COMMERCIAL STOREFRONT DESIGN



$X_1 + X_2 =$ Min. 60% of Total Facade Length

Active street frontage includes windows, doors and other openings with transparent glazing

Awnings, landscaped planters, lighting, signage and seating are well-intergated in the development and provide a pedestrian scale

Entrances are clearly marked with enhanced paving and dedicated pedestrian paths

Ground floor-to-floor height is a minimum of 15 feet

Figure 33 - Commercial Storefront Design Guidelines

SITE DESIGN

+ Open Space & Outdoor Gathering Areas

All developments should provide accessible, comfortable and usable common open spaces, where residents and workers can conduct social activities and engage in passive and active recreation *(Refer to Section 3, Tables 1-3 for specific development standards)*.

+ Parking

Parking areas should be designed to minimize their visual impact on the surrounding neighborhood and avoid conflicts with pedestrian circulation. Where possible, parking should be placed in the development's interior and not along street frontages (either in a structure, motorcourt or behind buildings) Parking lots shall be screened from street views with landscaped buffers (such as trees and planting beds).

+ Building Orientation

Buildings should be oriented and sited to maximize street frontages, natural light and ventilation, and to create well-defined open spaces and common areas in the development.

+ Site Access

Provide dedicated, direct and identifiable pedestrian access from the street into the project. Projects should define and emphasize building entrances with accent colors, enhanced paving, awnings or overhangs. Entrances should be human in scale, well-lighted and inviting to pedestrians.

+ Pedestrian Circulation

Provide an interconnected network of paths, walkways, corridors and paseos that create a safe and pleasant pedestrian environment and integrate the development with the surrounding neighborhood. Circulation should connect residential dwelling units with common areas, commercial office with retail and the street, and provide multiple point of access.

+ Safety

Encourage self-policing and discourage crime by incorporating Crime Prevention Through Environmental Design (CPTED) strategies in building and site design. These include natural surveillance, territorial reinforcement, natural access control and target hardening strategies.

Encourage sidewalk cafes and outdoor seating

Provide pedestrian walkways or "paseos" to and through residential developments to connect residential with adjacent commercial uses

+ Co-Location and Compatibility

Where new mixed-use residential abuts existing light industrial uses (such as auto dealerships), the following design strategies should be followed to minimize potential impacts:

a) Orient buildings away from industrial properties and highways and limit the amount of windows, doors and common spaces that open to adjacent industrial uses.

b) Provide clear demarcations between public and private areas, as well as residential and non-residential uses, with separate building entrances, building and landscape design features, building separations, access control or a change in levels and materials.

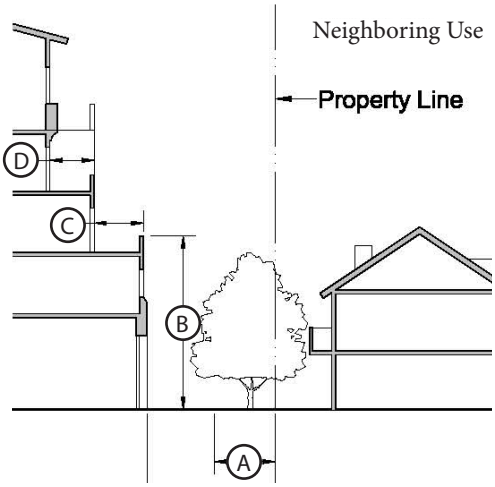
c) Provide landscape buffers and patio walls to reduce noise impacts and protect the privacy of residential units along high-traffic streets and intense uses.

d) Attenuate noise through the use of berms, planting, setbacks and architectural design rather than with conventional wall barriers for developments next to transit, trolley, highways or other potential noise-generating uses.

e) Use open spaces, such as pedestrian plazas, paseos, greenways and courtyards, to serve dual functions as valuable community space and buffers between different uses.

f) Minimize the impact of light industrial uses by screening areas associated with heavy work and services, truck traffic, deliveries, and storage areas of the industrial use. Where possible, access to these areas should be separate and away from adjacent properties.

g) Establish harmonious transitions and visual relationships between new and older buildings by repeating existing building lines and surface treatments, providing gradual transitions in height, bulk and density, and enforcing landscape buffers and setbacks (as shown on Figure 34).



Step back upper stories of larger, mixed-use and multi-family buildings to ensure compatibility with adjacent single-family as follows:

A) Side yard setbacks should be maintained when a large-scale project abuts single-family and small-scale uses

B) Height of first two stories should not exceed the overall building height of the adjacent property

C) A minimum 5' upper story stepback should be provided at the third floor for a minimum 75% of the facade

D) A minimum 5' upper story stepback should be provided at the fourth floor and above for a minimum 50% of the facade

Figure 34 - Building Transitions

+ Signs

Design high quality signage that contributes to community identity, improves wayfnding, and does not overpower the streetscape and architecture of the area.

a) Provide clear, legible and professionally designed building signage to identify a development and improve wayfnding and circulation.

b) The design, selection and placement of all site signage should be consistent and compatible with the overall site design and architectural character of the development and follow a standard format.

c) Encourage and promote themed street banners and logos along the commercial corridors in the TDSP.

d) Neon signs and pole signs should be avoided.

BUILDING DESIGN & ARCHITECTURE

+ Building Scale

Incorporate small-scale architectural elements (such as bay windows, porches, projections, and recesses) to add visual interest and reduce the scale and mass of buildings *(See Figure 35)*.

+ Building Form and Massing

Establish a variety, pattern and hierarchy of building massing and forms to help reduce the visual bulk of new developments *(See Figure 35)*.

+ Building Articulation

Articulate building facades by providing offsets and breaks in the facade (such as with a change in materials and forms to define a rhythm of bays and sections of a building) *(See Figure 35)*.

+ Upper Story Stepbacks

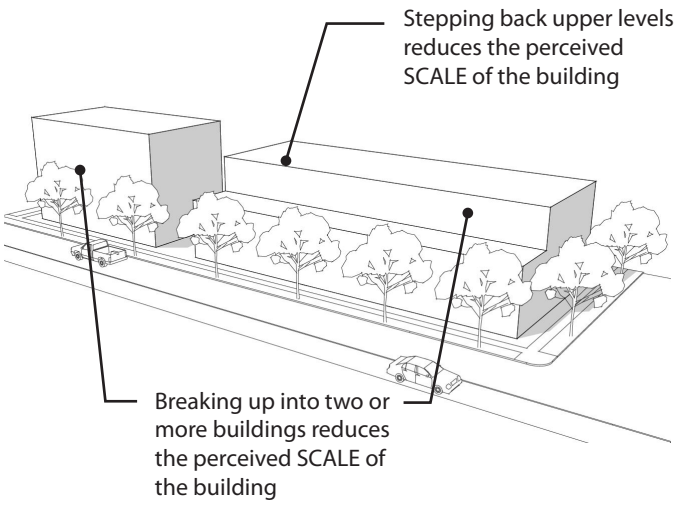
Vary or step building heights, both to provide visual interest and to give the appearance of a collection of smaller structures. Create transitions in building height, rather than abrupt changes in height, particularly where development abuts single-family residential areas or light industrial uses *(See Figure 34)*.

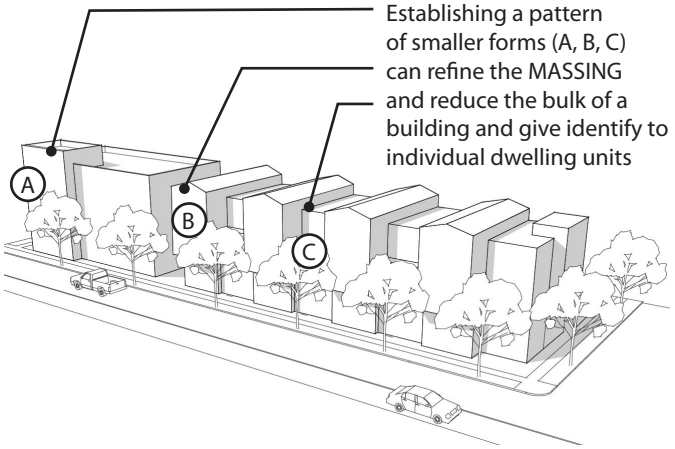
+ Building Materials and Colors

Unify all elements of a project with a consistent use of building materials, textures and colors, with selective use of color and material changes to accent key features of the architecture (such as entrances, corners or retail areas).

+ Building Transparency

The ground level of all mixed-use buildings should provide glazing for a minimum 60% of the street facade of the building facing into the active use areas of the project *(See Figure 33)*.





Coordinating window and door locations with the massing of a building strongly ARTICULATES the formal character of the building

Figure 35 - Building Design Principles

LANDSCAPE GUIDELINES

+ Landscape Enhancements

a) Landscape improvements proposed within the District should be drought tolerant. Care should be given regarding the selection of plant material that incorporates color, flower, texture, and scale to create an attractive landscape composition.

b) Planting within the public right-of-ways should consist of durable, low maintenance plant materials. Space plant material for ultimate maturity to minimize long-term maintenance requirements.

c) Avoid southwest xeriscape landscape aesthetics that consist of significant areas of aggregates or cobble and minimal planting.

d) Landscape planting should take into consideration the principles of Crime Prevention Through Environmental Design (CPTED). The use of plant species exceeding 30" in height obscuring visibility at maturity should be avoided to preserve sight-lines.

e) All new landscape improvements should be irrigated with either high-efficiency drip or rotator equipment.

f) Implement storm water treatment and bioretention strategies within the public realm to improve water quality throughout the District.

Low water use succulents and flowering shrubs provide color, texture, and vibrancy to streetscape parkway planters.

An example of low maintenance and durable plant materials just after installation. Plants are spaced appropriately to allow for future plant growth.

Water quality improvement opportunities are prevalent throughout the District, primarily within landscape parkways.

+ Street Furniture

Street furniture installed within the District should be durable, comprised of metal, and consist of a family of aesthetically complementary elements. All new lighting shall be high efficiency LED fixtures supported by decorative steel poles. Considerations should be made for the following elements:

+ Light fixture (with banner poles)
+ Benches
+ Refuse and Recycling Receptacles
+ Bike Racks
+ Tree Grates
+ Directional Signage

+ El Cajon Boulevard

Site furnishings, lighting, and signage should be distinct and differ from the existing improvements on Main Street. They should convey a sense of arrival and define a unique character for El Cajon Boulevard. Directional signage should be incorporated at the intersection of Marshall Avenue and El Cajon Boulevard to direct users to destinations in and around the District. Benches and waste receptacles should be provided at end-block and mid-block conditions, ideally corresponding to bulb outs as identified in Section 4.

+ Main Street

Street furniture installed along Main Street should complement the existing furnishings found along Main Street within the downtown core of El Cajon. Directional signage should be incorporated at the intersection of Marshall Avenue and Main Street to direct users to destinations in and around the District. Light post banners should follow a coherent and attractive theme and reflect the content already employed within the downtown core of El Cajon. Benches and waste receptacles should be provided at end-block and mid-block conditions, ideally corresponding to bulb outs as identified in Section 4.

+ Marshall Avenue

Wayfinding signage should direct users to the Transit Center and destinations within the community. Thematic street lighting should offer a unique aesthetic and enhance the user experience by creating a safe pedestrian environment.

+ Johnson Avenue

Directional signage should direct users to destinations within the community. Thematic street lighting should be consistent with the existing post top fixture already located on Johnson Avenue. Bike racks and cycle repair stations should be located throughout the trail to promote and enhance the user experience.

+ West Palm Avenue Neighborhood Streetscape

Signage along West Palm Avenue should direct pedestrians, cyclists, and drivers to the Transit Station and Retail Village area of El Cajon Boulevard. Lighting enhancements should reflect the post top fixture aesthetic predominantly found throughout the District.

A cohesive family of site furnishings contribute to community character

Bike racks and cycle repair stations promote multi-modal commuting

Wayfinding signage allows visitors to easily navigate the City

TRANSIT STATION - GATEWAY TO THE CITY OF EL CAJON

Primary Objectives of the Open Space around the Transit Station

+ **Create a public space at the scale of the city: a "transit station plaza and gardens" on both sides of the tracks that integrates the drop off area, the bus station and surface parking spaces.**
+ **Public spaces should be designed to reflect the character and local identity of the city (e.g. art, materials, furniture).**
+ **Highlight the trolley station and increase access to the platforms on both sides of the track. (platforms become an extension of the public realm)**
+ **Improve east west pedestrian connectivity from east marshall toward the bus and the trolley stations.**
+ **Enhance the potential for neighborhood commercial uses along the plaza**
+ **Establish a Sense of Place and Identity for the City**


Transit Plaza: Pedestrian friendly, low speed, shade structures and mature trees, lighting, furniture


Integration of innovative transportation technology



Small scale commercial and services suitable to the needs of transit riders

Primary Characteristics of the Public Realm around the Station:

1. East West Pedestrian Connections toward Transit
2. Active kiosk around Transit Uses: Bike Station; Shared Electric Car Station; Cafe with outdoor terrace; News, Media and Information Center
3. Focal Point: Architectural element or open space
4. Clear Parking Access
5. Active Ground Floor and commercial uses
6. Pocket Plaza and Pocket Parks:
   - Shaded Areas to seat and meet around the Transit Uses
   - Small scale public space for the Neighborhood
   - High visibility and circulation flow

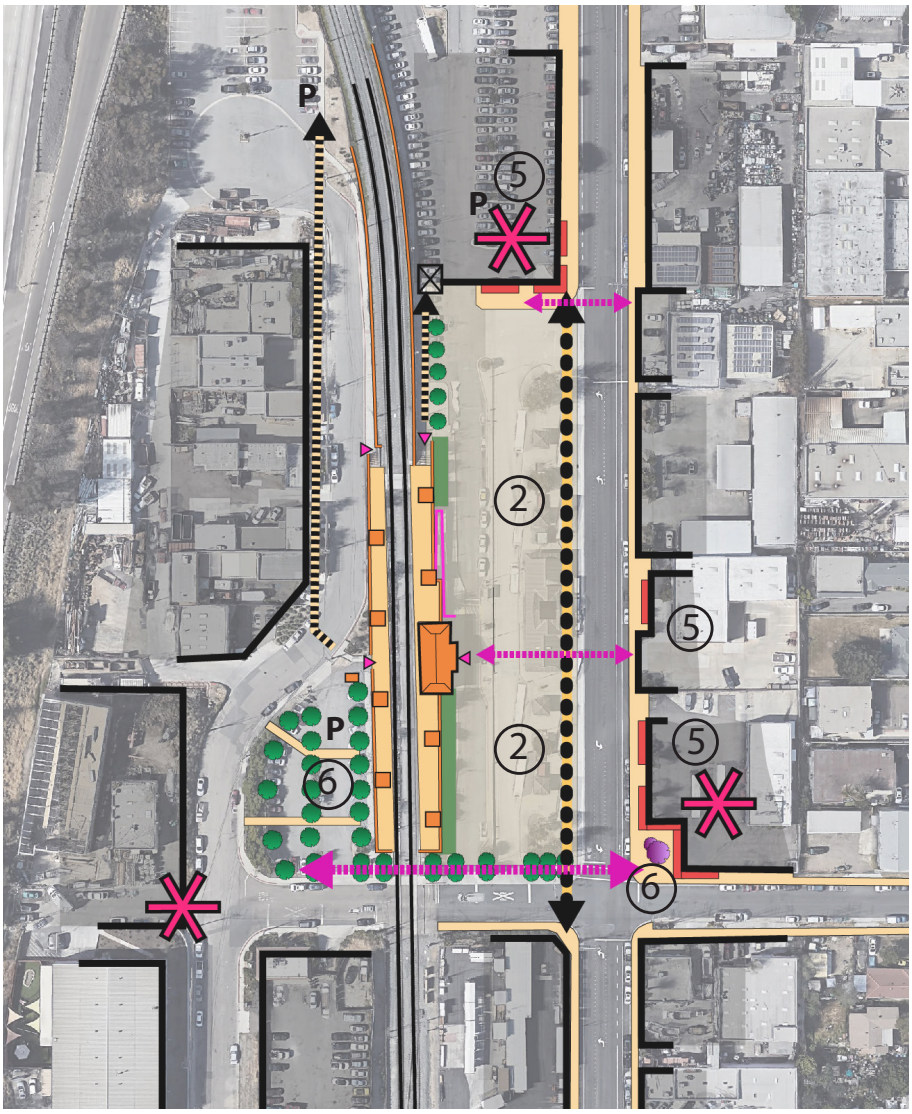


Figure 36 - Transit Station Concepts

06

Implementation

IMPLEMENTATION

A portion of the implementation of the Specific Plan will come through private development/investment. As described in Chapter 1, the Specific Plan is a guiding document for developers to follow when designing a new project and for City staff and decision makers to use when reviewing future development proposals.

In addition to the implementation of the Specific Plan through private development, the following table identifies potential districts, programs, and grants that may also be explored as tools to implement the recommendations of the Specific Plan:

Action Item	Responsibility	Timeframe
Community Safety		
Continue efforts to minimize the impact of the transient population in the area.	City in partnership with social service agencies	Ongoing
Ensure that public areas are well lit and secure.	City and private properties owners	Ongoing
Community Enhancement		
Property owners and/or business owners within areas of the Specific Plan area should consider the formation of a Community Benefit District (CBD), Business Improvement District (BID), or a Property and Business Improvements District (PBID). One of these types of financing districts could create a stable revenue source to fund augmented services and amenities such as security, street and sidewalk maintenance, graffiti removal, public events, marketing and promotion, development of parking facilities and public amenities such as parks, kiosks, lighting, street furniture, and public art.	Business and Property Owners with support of City staff	
Develop a program to allow use of the sidewalk area in the El Cajon Boulevard Village area for temporary outdoor eating areas and commercial retail display.	Community Development & Public Works	Short-Term
Promote home ownership in the area through new condominium projects.	Community Development	Ongoing
Support Programs that will increase landscape areas through street tree planting and landscape enhancement.	Community Development and Public Works	
Community Identity		
Develop a wayfinding program. Identify locations for signage and a cohesive design theme.	Community Development and Public Works	Mid-Term
Land Use		
Pursue Partnership with MTS to develop a catalyst development project on a portion of the MTS Parking Lot.	Community Development	Short-Term
Promote the recycling or conversion of vacant or underutilized industrial properties to residential.	Community Development	Ongoing

Table 5 - Implementation Table

Action Item	Responsibility	Timeframe
Mobility		
Pursue grants to fund the mobility improvements.	Public Works and Community Development	Short-Term to Mid-Term
Consider applications under the SANDAG Active Transportation and Smart Growth Incentive Program, Affordable Housing and Sustainable Communities, and Safe Routes to School.		
Explore Options for shuttles or other flexible transportation options to connect the Transit Center with other activity centers such as the Downtown	City staff in conjunction with MTS and other private transportation entities.	Mid-Term
Work with MTS to improve the connections into the transit station	City staff in conjunction with MTS and other private transportation entities.	Mid-Term
Recreation		
Consider public-private partnerships for semi-public recreational amenities.	Community Development and Recreation Departments	Long-term
Consider the use of excess right-of-way for park purposes.	Recreation and Public Works Departments	Long-Term

Short-Term 0-3 years
Mid-Term 3-5 years
Long-Term 5-20 years

Table 5 - Implementation Table

MOBILITY IMPROVEMENTS - PROJECT LIST

In addition to the implementation measures outlined in Table 5 above, the following table outlines potential mobility improvement projects, their location, scope of improvements and estimated construction costs:

Project	Location	Mobility Improvements	Cost $[1]
West Main Street Scape Plan	West Main Street, between North Marshall Avenue and El Cajon Boulevard	- Conversion of this roadway segment from 4-Lane Secondary Arterial (2 travel lanes in each direction with a continuous left-turn lane) to a 2-Lane Collector with a continuous left-turn lane. - Sidewalk improvements.	$2.9M
Johnson Avenue Multi-Use Path	North Johnson Avenue, between Fletcher Parkway and I-8 WB On-Ramp	- Conversion of this roadway segment from a 6-Lane Major Arterial to a 5-Lane Major Arterial (2-NB, 3-SB). - Multi-use pathway with parkway on the east side of the roadway. - Sidewalk with parkway on the west side of the roadway.	$4.1M
	North Johnson Avenue, between I-8 WB On-Ramp and I-8 EB Off-Ramp	- Conversion of this roadway segment from a 4-Lane Major Arterial to a 3-Lane Major Arterial (2-NB, 1-SB). - Multi-use pathway and parkway on the east side of the roadway.	$1.0M
	North Johnson Avenue, between I-8 EB Off-Ramp and West Main Street	- Conversion of this roadway segment from a 4-Lane Secondary Arterial (2 travel lanes in each direction with a continuous left-turn lane) to a 2-Lane Collector with a continuous left-turn lane. - Multi-use pathway with parkway on the east side of the roadway. - Sidewalk and parkway on the west side of the roadway.	$5.8M
	South Johnson Avenue, between West Main Street and Chase Avenue	- Removal of parallel parking on the east side of the roadway. - Multi-use pathway with parkway. - Sidewalk with tree planters.	$7.0M

Table 6 - Mobility Improvements

Project	Location	Mobility Improvements	Cost $[1]
El Cajon Boulevard Street Scape Improvements	El Cajon Boulevard, between West Main Street and West Palm Avenue	- Sidewalk improvements with a parkway on both sides of the roadway. - Parallel parking. - Bulb outs. - Class II bicycle lanes.	$5.2M
	El Cajon Boulevard, between West Palm Avenue and South Marshall Avenue / Washington Avenue	- Sidewalk improvements with a parkway on both sides of the roadway. - Parallel parking. - Diagonal parking. - Bulb outs. - Class II bicycle lanes.	$5.9M
	El Cajon Boulevard, between South Marshall Avenue / Washington Avenue and Chase Avenue	- Extended Sidewalks with parkway on both sides of the roadway.	$6.6M
	Intersection of West Main Street and El Cajon Boulevard / West Douglas Avenue	- Roundabout.	$2.5M
	Intersection of El Cajon Boulevard / South Johnson Avenue	- Roundabout. - Improvements on El Cajon Boulevard / West Palm Avenue.	$2.8M
	Intersection of West Main Street and El Cajon Boulevard / West Douglas Avenue	- Roundabout.	$2.5M
North Marshall Avenue Cycle Track	North Marshall Avenue, between Fletcher Parkway and West Main Street	- Conversion of this roadway segment from a 4-Lane Secondary Arterial (2 travel lanes in each direction with a continuous left-turn lane) to a 2-Lane Collector with a continuous left-turn lane (1 travel lane in each direction with a continuous left-turn lane). - Class IV Cycle Track.	$2.2M
South Marshall Neighborhood Mobility Improvements	South Marshall Avenue, between Transit Center Driveway and West Palm Avenue	- Conversion of this roadway segment from a 2-Lane Collector with a continuous left-turn lane (1 travel lane in each direction with a continuous left-turn lane) to a 2-Lane Collector (1 travel lane in each direction). - Class II bicycle lanes on both sides of the roadway. - Sidewalks with tree planters. - Parallel parking on the east side of the roadway.	$850K

Source: Chen Ryan Associates, April 2018.

Notes: [1] Cost includes both design and construction.

Table 6 - Mobility Improvements

A

Appendices